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HONGKONG OFFICE: 10A, DES VOEUX ROAD C LONDON OFFICE: 131, FLEET STREET, EC

Hongkong, April Str. 1912.

JAPAN has ordered one of her Army Divisions to Pingyang, according to the Japanese firmed nor denied, and what amount of truth there is in it it is difficult to say. As is well Power or even allow it to form part of any known, Japan has immense barracks at Pingyang, constructed evidently for future to international policy. It would thus contingencies, and thus is fully prepared to · deal with any situation that may arise. the report is true, then apparently she deems the time nearly ripe for action. What Japanese supervision. The establishment special circumstances have arisen which could have induced Japan to take this step? Perhaps the principal cause is to be found in the soldiers' mutiny at Peking and the similar resulting disturbances in other parts of the country. Japan officially It is notified in the Gazette that Mr. certainly did not look with pleasure on the sweeping away of the Manchu Dynasty, although its fall would have been less objectionable if its place had not been taken by a republic. Japan with a republic on the East and a republic on the West dreads a decline of the imperial spirit, which she judges necessary for her development. When the news of the mutiny at Peking reached Tokyo, however, it seemed that a republic was not so inevitable as was at first thought. YUAN SHIH KAI'S position from the Japanese point of view was severely shaken, and it was possible that, after all, the republic of China might prove a dream. But such a reversion of policy could only be accompanied by renewed | pany.

serious disturbances, which threatened to I prove fierce in South Manchuria, where Japanese interests are predominant. Again, it appeared not improbable at one time that Manchuria would only become a part of the new Republic after a struggle. The danger even yet is not entirely past, and will not pass until China obtains a strong hold over Mongolia. This leads naturally to the question of Russian influence in that region. It is generally said that Russia and Japan are now in full accord as to their respective interests in North China and that there is full communication between them as to their respective policies. The truth of this assertion, however, was somewhat rudely shaken by the evident perturbation with which the news of the Russian action in Mongolia was received in Tokyo. If there were such full accord, as stated, why did Russia not inform Japan of her meditated move? It is explained away in Japan as a political move only, by which is apparently meant that Russia does not seek territorial increment, but inasmuch as all annerations, such, for instance, as that of Korea by Japan, are prefaced by political movements from spheres of influence, through protectorates to absorption, the explanation does not seem very satisfactory. If Russia is to establish a protectorate over Mongolia and ignore the rights of the Chinese Republic. what course will Japan pursue? The only Percase Pe logical course seems to be to take similar action in South Manchuria. Russia has the advantage in Mongolia in that she can ostensibly pose as the champion of the Mongolian Princes who are contending for the independence of their country, -Manchuria_the_only_possible_claimant_of sovereign rights is the deposed Emperor of Gold Capsule 31.40 2.70 China, and Japan would hesitate long before she set herself to champion his claims in the face of the Chinese nation, The only policy Japan can follow for the time being is one of watchfuluess. The republicans and the imperialists can fight it out, and as long as Japan's interests are not affected she will not interfere. But to protect herself she requires to be as much on the spot in South Manchuria as Russia apparently is in Mongolia, and hence the necessity of despatching troops.

During the session of the Japanese Diet which has just closed many attempts were made to obtain from the Government some clear statement as to its policy in China. For the most part these efforts were unavailing, Ministers either reserving their replies-to the Greek Kalends, apparently -or making those vague statements which the Japanese language lends itself so admirably. The Government was severely heckled by several members as to its alleged effort to uphold the Manchu dynasty, in spite of its declaration as to entire neutrality throughout the struggle; but the answers of Ministers failed to show whether the allegation was true or false. The most definite statement was one made by the Minister of Foreign Affairs, wherein he acknowledged that the outbreak of disturbances in North China had put a different complexion on affairs and that Japan would be compelled to send troops as required owing to the interests she had at stake, which obliged her to prevent the region being made the basis of operations by the belligerent parties. This amounts to a declaration of a protectorate over South Manchuria. No statement was made as to Russia's action in Mongolia -at least, not publicly. Whether Japan views Russia's action with alarm, as alleged, or whether she takes it as a part of an already arranged policy, is thus uncertain. All that can be stated papers. The report has neither been con- definitely is that she will not allow South Manchuria to become a prey to any other agreement made with the other Powers as seem that Manchuria will have to remain nominally a portion of the Chinese Republic. or run the risk of coming actually under of a separate principality or a combination

> The German Mail of the 5th March was delivered in London on the 4th April.

with Mongolia is not likely to be sanctioned.

G. T. Edkins has been appointed a member of the Court of the University of

A fine of \$1,000 or six months' imprisonment was imposed on a Chinese at the Magistracy on Saturday morning for conducting a lottery.

Notice is given in the Gazette to owners and occupiers of tenements that rates for the second quarter of 1912 are payable in advance on or before April 30th, 1912.

A new business enterprise was inaugurated in Hongkong on Saturday afternoon with the ceremonial opening of the factory at Kennedytown of the Eastern Dyeing and Dry Cleaning Com-

A seismological station has been estab TELEGRAMS. TELEGRAMS. lished near the Taal volcano in the Phi. pine Islands.

His Excellency the Governor of the Straits Settlements has presented the warrant and insignia of the order of the C.M.G. to the Hon Tau Jiak Kim.

To-day being the birthday anniversary of H.M. Albert I., King of the Belgians, the Belgian Consul in Hongkong will be 'At Home" at his office from 11 a.m.

The return of samples examined by Mr. Frank Browne, Government Analyst, under the Sale of Food and Drugs Ordinance, 1896, for the quarter ended March 31st, 1912, is as follows:-Coffee samples, 2 found adulterated; milk 5 samples, all genuine; beer 6 samples, all

Four Chinese were charged at the Magistracy on Saturday morning with being stowaways on board the s.s. St. Albans, which arrived on Friday. They were found in a doal bunker by the chief engineer. They all pleaded guilty and stated that the head fireman told them they could go aboard. They wer each fined \$250 or in the alternative six months.

Two Chinese, a man and a woman, were charged at the Magistracy on Saturday morning with assaulting a constable. Mr. Irving said he was surprised that a man of such a respectable appearance should behave in such a way He would fine him 85 or seven days' and further order him to pay \$2 as compensation for damage to the officer's uniform. The woman be would fine \$1.

A play entitled "Buddha" was produced recently at the Court Theatre, London, by a mixed company of British actors and actresses and young Indians. The production is from Sir Edwin Arnold's book, "The Light of Asia," which has been specially dramatised by an Indian student-at-law, Mr. C. J. Bose. The forcible regitation of the prologue by Mrs. Brown Potter was particularly well received, as was Miss Viola Tree's impersonation of the Voice of the Wind. Oriental love of colour and magnificence is strongly emphasised in every scene.

BANK-NOTE AND SPECIE RETURNS.

The following are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ended March 31st, 1912, as certified by the Managers of the re-stake. spective banks:-

Chartered Bank: Average amount \$6,268,956; specie in reserve \$4,000,000. Hongkong and Shanghai Bank: Aver:

age amount 822,517,242; specie in serve \$15,000,000

EASTERTIDE IN HONGKONG.

\$19,000,000.

Eastertide passed very agreeably in Hongkong. The weather conditions were bright and bracing, very different to what the heavy rain of Thursday gave promise, and this contributed to the pleasure of outside recreations. Excursions by steamboat and railroad appealed to a considerable number, and the usual holiday aspect was well maintained.

many. The services in St. John's being that of the Liberal newspaper Cathedral, in the Wesleyan Church, and The Ulster Guardian, the chief points of in the Roman Catholic Churches were all well attended, especially the rendering of "The Messiah" in the Cathedral on Friday night.

'THE MESSIAH" AT ST. JOHN'S CATHEDRAL

On Good Friday night, St. John's Cathedral was crowded to hear several numbers from Handel's "Messiah" sung by a choir of about 100 voices. The air "He was despised and rejected of men was very finely sung by Mrs. T. L. Perkins. H.E. Mr. Claud Severn, in a good clear tenor voice, sang the recit. and air "Thy rebuke hath broken his heart"; Mrs. F. J. Hunter took the recit, and air "He was cut off out of the land of the living ": Master T. Martin sang the air "I know that my Redcomer liveth" exceedingly well; Mr. H. T. Best took the recitative "Then shall be brought to pass" and Mr. Best and Mr. Pcarce sang the duct "O death! where is thy sting ?" The chorus work was excellent. Mr. Denman Fuller presided at the organ, and, before the numbers from "The Messiah" were sung, very finely played Basil Harwood's "Requiem Acternam," and Good Friday music from "Parsifal" (Wagner). The Rev. F. T. Johnson, Chaplain of the Cathedral, said the prayers with which the service began and pronounced the Doxology at the close. During the singing of the Hymn "Rock of Ages" a collection was taken in aid of the Cathedral Organ Fund. The renovation and improvement of the organ at a cost of \$10,000 has just been completed, and the organ now bears favourable comparison tonally with the leading Colonial

[THROUGH REUTER'S AGENCY.] THE COAL STRIKE. RAILWAY LOSSES.

London, April 6th. Owing to the strike the receipts of 51 Railway Companies for the week ending March 31st show a decrease o. £747,060, while the receipts for the thirteen weeks ending on the same date have decreamed by £2,232,606 as compared with the corresponding period in 1911.

The miners have since the strike lost £6,000,000 in wages, while the fund of the Miners' Unions have been depleted to the extent of £1,295,000.

SPLIT IN THE MINERS' CAMP.

It is stated that acute differences have arisen between the miners' leaders over the decision of the Executive yesterday, which was reached by a small majority. One of the leaders is quoted as saying that if the Conference of Saturday decides against resumption, it will break up the miners' organisation. Whatever the deci- are searching for possible accomplices in sion of the Conference is, it is not ex- Constantinople. pected that a national strike will be resumed owing to the huge abstentions in the ballot and the large numbers of men now working.

It is noteworthy that at the ballot in January 445,801 voted for a strike and 115,721 against out of a voting strength

EXODOUS FROM LONDON. Despite the restricted train service and the absence of excursions, the Easter exodus from London yesterday was enormous, the congestion at the stations being unprecedented.

LATER. PEAUE PROSPECTS UNFAVOURABLE. There are now 62,000 miners working. At meetings held in Yorkenire, Northumberland, Fife, Kinross, and the Lothians it was resolved to instruct the delegates for Seturday's Conference to vote for a continuance of the strike.

It is expected that the proceedings at the Conference will be lively, and the result is doubtful, possibly a split in the Miners' Federation.

LEADERS' ADVICE TO MINERS. At many meetings held yesterday leaders were heckled for their advice to resume work.

The Welsh miners' leader, Mr. Hartshorn, said he would have called out the transport and other organisations to assist the miners, but it was now the duty of the men to resume and be loyal to the Federation, whose very existence was at

RIOTING IN FIFE.

Ten thousand miners from Newton Colliery, Lochgelly, Fife, headed by bands, smashed windows, partially wrecked the machinery, and stoned the police. The totals consequently are: -Average This outburst was all due to the belief amount \$28,786,198; specie in reserve that there were five men working in the

WORK TO BE RESUMED.

The Miners' Conference on the 5th instant endorsed by 440 votes to 125 the Executive's recommendation. Work will be resumed on Monday or Tuesday.

HOME RULE. IBISH FORECASTS.

London, April 8th. There have been several forecasts as to The religious festival was observed by the Home Rule Bill, the most detailed which are that the Council will consist of 48 members, twelve of whom will be nominated, and that the Assembly will consist of 103 members. Customs and Excise will be under Imperial control for six years, and after that will be controlled

SCOTTISH CUP FINAL.

by the Irish legislature, subject to per-

petual free trade between Great Britain

and Ireland.

LONDON, April 6th. In the Scottish Cup final Celtic beat Clyde by two goals to nil at Ibrox Park. LONG DISTANCE AEROPLANE RACE.

London, April 5th. A message from Paris says that the Matin intends organising an aeroplane race from Peking to Paris.

WEST INDIES AND CANADA.

London, April 5th. The West Indian delegates now in Canada negotiating for closer trade relations have met with a most cordial reception. There are good hopes of a satisfactory outcome to their labours.

A CORONATION PROMISE.

London, April 6th. Their Majesties have consented to attend a gala performance at the Palace Music Hall in London on June 10th ir fulfilment of a promise which the Lafayette disaster in Edinburgh in July last prevented them from carrying out.

SUFFRAGETTES COMMITTED.

LONDON, April 6th. Mrs. Pankhurst and Mr. and Mrs. Pethick Lawrence have been committed for trial. Bail was allowed.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NEW JAPANESE WAR MINISTER

Tokyo, April 7th. General Uyehara, of the Fourteenth Division, has been appointed Minister of War, in succession to the late Baron Ishimoto.

[THROUGH REUTER'S AGENCY.] ANARCHISTS ARRESTED IN TURKEY.

LONDON, April 5th. A wire from Constantinople states that two men named Kirkar and Simon were arrested on arriving from Varna. They and eight bombs. Kirkar had six passanarchists and emissaries of the Bulgarian and Macedonian committee. The police

message from Reuter's Constantinople correspondent states that investigation of the bombs carried by the men Kirkar and Simon shows that they were intended for Russia. Simon is a Russo-Armenian, and he has deposed that he had frequently conveyed bombs to Russia.

OLD MANSIONS BURNT.

Kirkar has been released.

LONDON, April 6th. The Lake House, an Elizabethan mansion near Halisbury, with its valuable that he is being punished according to the contents, was destroyed by fire yesterday old law of the Empire and stating that morning. The tenant is the Government according to the republic he was simply whip, Mr. P H. Illingworth, whose family utilising the privilege of freedom of and servants escaped in their night speech. clothes. Their lives were saved by the barking of a dog, which Mr. Illingworth subsequently rescued after several attempts to reach a window with a ladder. Ross Dhu House, the family seat of the Coloquhouns, at Loch Lomond, has been partially burned. The Chief is at present with his regiment in Egypt.

The historic Gibbstown Castle, in Meath, has been partially destroyed by The damage is estimated at £40,000.

HUNGARIAN POLITICAL CRISIS.

LONDON, April 5th. The Hungarian Parliament has adjourned for holidays without settling anything, the extreme Oppositionists demanding electoral reform before the Army Bill, on the passing of which the Emperor insisted.

STEVENSON AND GRAY ON TOUR.

London, April 5th. Stevenson and Gray leave Southampton on May 18th for South Africa. They will visit all the important towns and will then proceed to Rhodesia if time permits. They will leave South Africa in September for India, where they will remain till March. Thence they will proceed to Australia.

THE BANDMANN OPERA CO.

Every seat in the Theatre was occupied on Saturday night when the Bandmann Opera Co. played "A Waltz Dream." The piece is always attractive, but the record audience was due probably more to the fact that it was Saturday night than to the popularity of the opera. In our judgment the Company has shown itself to better advantage in each of the operas previously given. This is, not, however, to say that "A Waltz Dream" was not well presented. The audience was evidently a delighted one. Miss Marjoric the Princess Royal. The part of the Prince Consort was taken by Mr. James McGrath. Mr. Bobby Roberts had the heavy fighting between two chiefs who rôle of King Joachim and Mr. Frith that of the Grand Duke, and both made the countryside before the revolution. Quite most of their parts. Miss Elsie Probyn, as the conductress of the orchestra, deserves a word of commendation. Her voice is weak, but her acting was dis- with money are clearing out. A number tinetly good. Miss Violet Frampton, Miss Kitty Barlow, and Mr. Wm. Farmer. had the other prominent characters. The

opera was excellently staged. of Luxemburg."

A SHOE AND LEATHER FAIR.

There will be held in Boston, Mass. U.S.A., July 10-17 of this year the Sixth National Shoe and Leather Market Fair, at present. It is stated in the native press and foreign dealers and manufacturers in that more than two hundred junks are Hongkong are cordially invited to attend | prepared to come to Canton with rice as the fair and submit samples if they desire to do so. It is proposed to have a thoroughly complete and representative up if the waterway is to be declared safe. line of samples of shoes and leather, also machinery and materials used in making shoes and leather. The management, The coins have been very scarce in the city and Jacobsen Publishing House, 138 W. Lake Street, Chicago, Illinois, will be pleased to hear direct from local dealers and manufacturers who may desire to attend or send samples.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

April 4th. TROOPS FOR SWATOW, A few days ago it was reported that owing to serious trouble in the vicinity of Swatow about 1,600 troops were to be sent up at once. The Kwangtah, which is in the river at present, had orders to embark yesterday 800 men and proceed to Sha Kee, a place near Swatow, but yesterday these orders were cancelled and no soldiers are

improved greatly during the last few SUN YAT SEN.

days.

to be sent as the situation there has

It is now officially stated that Sun Yat Sen is on his way to Canton and will arrive in the course of the next few days. The people here swear by him and his presence here is bound to do a lot towards were carrying 28 kilogrammes of dynamite | restoring peace all over the province. Ho will make a tour of inspection and advise ports. The men are supposed to be the provincial governing body as to steps to be taken in connection with the army and taxation. Also the appointment of permanent officials will be under consideration during his visit and an attempt will be made generally to fix up the schemes of Government.

---- A NEWSPAPER PROSECUTION.

The editor of one of the native newspapers which were ordered to stop circulation for publishing false news was brought before the special court for trial. He was found guilty, but it was decided to let him off lightly with a fine of \$30 and a warning that any subsequent offence will be punished very severely. There has been some dispute over the law on the question of libel, the defendant insisting

THE CITY WALL.

The knocking down of the City wall has been progressing very slowly lately. The authorities have enlisted a large number of new labourers and are insisting on a certain amount of work being done each day and also on the material being carried to specified parts of the City. At first people used to come along and carry off just as much material as they wished without any remonstrance on the part of the workers, but now it has been decided to build in several places with the stones from the wall.

April 6th.

EXECUTION AT TAI BHA TOU. Thursday, a Chinese gunboat on patrol near Kongmoon came across a launch without number and name and stopped it. It was found that the occupants were a company of pirates and looters for whom they had been looking a long time. The launch and the 31 men on board were brought to Canton and the men all shot on a piece of empty ground a few yards from Tai Sha Tou, the terminus of the Canton-Kowloon Railway Station, at about 4.30 p.m. on the 4th inst. On the 5th, on my visit there, the bodies were all lying in the same position, and one of the victims was still alive. The story goes that during the execution one of the prisoners escaped to Honam, having only been shot in the ankle. The method of executing these prisoners is interesting. The soldiers are lined up and the prisoners made to kneel, while two soldiers are detailed to each prisoner. A shot in the heart and a shot in the head are supposed to do for each unfortunate, but on Thursday in many cases extra shots had to be fired and even then quite a number of the pirates were still breathing. On Friday night three more prisoners were shot on the same ground. These men were shot from about six feet distance by nine soldiers and all expired on the spot.

TROUBLE AT PUN U AND CHAN CHUEN.

There has been continuous fighting between the pirates and robbers and the soldiers garrisoned at Pun U, and the official in charge there has applied for permission to arm a private reserve force with rifles and ammunition. The Gover nor has decided that this cannot be Tempest gave a capital interpretation of allowed until more particulars come to hand, as there are too many pirates and robbers in the vicinity.

At Chan Chuen also there has been were in possession of different parts of the a hundred men have been killed and fighting has gone on for nearly a week, with the result that trade in the place is absolutely at a standstill and the people of soldiers are being sent up to suppress the trouble.

Rice is dearer in Canton now than it has been for a long time, the reason of To-night the Company play "The Count course being the present unsettled state of the delta. On the North and West River there are many towns and villages which are prepared to send quantities of this commodity to Canton if they can be assured that it will reach there in safety, but there have been so many piracies and robberies that this is extremely unlikely cargo if they can be guaranteed protection. This is a question of moment and the Government will require to take it

> SILVER COINS SCARCE. It has been observed lately that silver it is thought that most of the newly coined 20 cent pieces are finding their way out of the city. A notice has been issued by the Governor stating that no person will be allowed to carry more than \$50 in silver out of the city.

ontinued until countermanded. Orders for extra copies of DAILT PRESS. should be sent in before II a.m. on day of publication. After that hour the supply is imited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LABISZ," Captain Solmer, having arrived, Consignees of Cargo are heroby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the

Undersigned. Optional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst; will be subject

All broken, chafed, and damaged goods must be left in the Godowns, where they will be SATURDAY, April 13th: examined on the 10th inst., at 9.30 A.M. No Fire Insurance will be effected by us in

any case whatever. This Steamer brings on Cargo: Er s.s. "Germania" from Gothenburg. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 5th April, 1912

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST. having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

Optional Cargo will be forwarded on unless intimation is received from the Consignees BEFORE NOON TO-DAY requesting it to belanded here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 12th inst. will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9:30 A.M. All Claims must reach us before the 19th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex s.s. "Orseolo" from Venezia via Port NORDDRUTSCHER LLOYD, MELCHERS & Co.,

General Agents. Hongkong, 5th April, 1912.

BANK HOLIDAY.

BUSINESS TO-DAY (MONDAY), the 8th Steamship lines in the Far East. instant.

Hongkoug, 3rd April, 1912.

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 8th instant. By Order,

A. R. LOWE, Secretary. Hongkong, 4th April, 1912.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

TOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (MONDAY), the 8th instant. By Order,

A. R. LOWE, Hongkong, 4th April, 1912.

A. S. WATSON & CO., LIMITED. NOTICE.

HONGKONG DISPENSARY.

TATILL BE CLOSED TO-DAY (MON-DAY), 8TH INSTANT, inclusive, for the purpose of redecoration. During this time, GOODS MAY BE OBTAINED at the SIDE ENTRANCES in CHATER ROAD and DES VŒUX ROAD.

A. S. WATSON & Co., LIMITED. Hongkong, 4th April, 1912. NOTICE.

HE Interest and Responsibility of MR. MENINO FERNANDEZ in our Firm CEASED on 1st April, 1912. FERNANDEZ & Co. Hongkong, 2nd April, 1912.

ENTERTAINMENTS

THE NEW

TO-NIGHT TO-NIGHT!

TO-MORROW NIGHT

For the first time in Hongkoug, The Great Musical Play,

COUNT LUXEMBOURG From Daly's Theatre, London.

WEDNESDAY, April 10th :

FLORODORA. THURSDAY, April 11th :

THE KING'S BRIDE.

FRIDAY, April 12th : THE GIRL IN THE TRAIN.

THE ARCADIANS. MONDAY and TUESDAY, 15th and 16th: PEGGY.

WEDNESDAY, April 17th : FAREWELL PERFORMANCE. Plan Now Open at MOUTRIE'S.

PRICES: 83.50, \$2 and \$1. Doors Open at 8.30 P.M. Commence at 9.15 P.M. Hongkong, 8th April, 1912.

VICTORIA THEATRE.

SPECIAL BAND NIGHTS: By kind permission of Col. Hamilton and OFFICERS, The Band of the 1st K.O.Y.L.I. play every THURSDAY NIGHT. when Special Programmes will be arranged.

Stupendous Production. The 1912 Masterpiece.

SAINT GEORGE AND THE DRAGON.

A Drama that Grips your Andience with a Climax that Brings Thunders of Applause. And the famous Artists. HARRY - "THE QUEALTS" - NELLIE. TWO PERFORMANCES NIGHTLY, 7.15 P.M. and 9.15 P.M.

GRAND MATINEES-SATURDAY AND SUNDAY, AT 4 P.M. Hongkong, 30th March, 1912.

INTIMATIONS

TRANS-SIBERIAN RAILWAY. INTERNATIONAL SLEEPING CAR CO OF BRUSSELS.

TAVING been Appointed AGENTS of the above Company, for Hongkong and Canton, we will issue through tickets for the Great Trans-Siberian Route to Europe and America and act as Agents for the Government N Accordance with Ordinance No. 5 of 1912 Railways of China, The Imperial Railways of the EXCHANGE BANKS will be Japan and Russia, The Korean and South CLOSED for the Transaction of PUBLIC Manchurism Railways and nearly all the

> P. A. LAPICQUE & Co., 4. Queen's Building. Telephone 950.

Hongkong, 1st April, 1912.

WANTED.

TOR RETAIL STORE, YOUNG MAN must be thoroughly reliable and have had some previous business experience. Reply, giving full particulars as to Age Sa'ary required, etc., to- "B.,"

Care of "Daily Press" Office. Hongkong, 4th April, 1912.

> PARTIES. PIONIC

> > LAUNCH FOR HIRE.

Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager,

H. HAYNES. 1389 Hongkong, 1st March, 1912.

REDUCTION.

WE are pleased to be able to announce that, on and after the 5th instant. that, on and after the 5th instant

the following Prices will rule for our :-"DAISY" BRAND BUTTER...80 ets. per lb. 75 ...

DATRYMAID." 70 , , , , , "BUTTERCUP" 65 ,, "PASTRY"

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THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities,

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EACH.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

and of declaring Dividends, &c.

April, both days inclusive. By Order of the Board, C. MONTAGUE EDE,

Secretary. Hengkong, 4th April, 1912.

CHINA TRADERS' INSURANCE CO LIMITED.

NOTICE TO SHAREHOLDERS.

TOTICE IS HEREBY GIVEN the The FORTY SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2, Queen' Buildings, Hongkong, on TUESDAY, th 23rd Arril, 1912, at 12.30 P.M., for the purpose of Receiving the Report of the Directors together with the Statements of Account to 31st December, 1911, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 23rd April, both days inclusive.

By Order of the Board, C. MONTAGUE EDE, Secretary. Hongkong, 4th April, 1912.

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On THURSDAY, the 11th April, 1912, commencing at 2.30 P.M., 212 at his Sales Rooms, Duddell Street,

A LARGE QUANTITY OF VALUABLE HOUSEHOLD FURNITURE. Comprising :-

SILK TAPESTRY COVERED DRAW ING ROOM SUITE, Double and Single WARDBOBES with BEVELLED GLASS DOORS, NEW BRASS MOUNTED BEDSTEAD, TEAK TOILET TABLES, TEAK and MARBLE TOP WASH. STANDS, CHEST-OF-DRAWERS, TEAK OVERMANTELS, FINELY CARVED SIDEBOARDS, DINNER WAGGONS. DINING TABLE and CHAIRS, DINNER SERVICE and GLASS WARE. ELECTRO-PLATE and SILVER WARE,

BRASS FENDERS and BRASSES. CARPETS, RUGS, LACE CURTAINS. A Selection of CANTON BLACKWOOD FOUR COTTAGE PLANOS, by Haske, &c.

SIX SEWING MACHINES (New),

EIGHT TYPEWRITERS.

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A Collection of BUTTERFLIES in Cabinet. On View from WEDNESDAY, the 10th April. Catalogues will be issued. Terms: - As Usual. GEO. P. LAMMERT.

Austioneer. Hongkong, 5th April, 1912

AUCTIONS

PUBLIC AUCTION.

TOTICE IS HEREBY GIVEN that the ARTICULARS and CONDITIONS of THIRTY-NINIH ORDINARY L the letting by Public Auction Sale, to be YEARLY MEETING of the Society will be held TO-MORROW (TUESDAY), the 9th day held at its Head Office, No. 2, Queen's Buildings, of April, 1912, at 3 P.M., at the Offices of the Hongkong, on TUESDAY, the 23rd APRIL, FUBLIC WORKS DEPARTMENT, by Order of His 1912, at Noon, for the purpose of Receiving Excellency the Officer Administrating the Report of the Directors together with the THE GOVERNMENT, of One Lot of Statements of Account to 31st December, 1911, CROWN LAND near Kowloon Inland Lot No. 1157, in the Colony of Hongkong, for a The TRANSFER BOOKS of the Company term of 75 years, with the option of renewal at will be CLOSED from the 13th to the 23rd a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

DATEMENT AND OR THREE TON

No. of Sale. Registry No.	Locality		Bor Measur	indary rements	L	Contents D Square feet.	Angual Rent	Upact Price,
Now house I not loss		r.w. tcet 45',	feet 45	N.B. feet 123	feet 190°	5,400	8° 50	2,160

PUBLIC AUCTION.

TARTICULARS and CONDITIONS of I the letting by Public Auction Sale, to be held TO-MORROW (TUESDAY), the 9th day of April, 1912, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINIS-TERING THE GOVERNMENT, of One Lot of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT. Boundary Measurements. N.W. S.E. S.W. feet feet feet 71' 71' 5,680 68 1,704

DON'T READ THIS. UNLESS YOU WISH TO DRESS WELL.

TIVE have Just Unpacked a Beautiful Range of SILK GOODS, suitable for Ladies' and Gent's Wear, from a leading Anping Japanese Manufacturer Supplying Foodbow the same goods to Messrs. Peter Robinson's, London.

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INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912

AND

SHANGHAI

CORPORATION. PAID-UP CAPITAL **\$15,000,000** Breeryn Funds

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STRELING £1,500,000 at 2/---\$15,000,000 ... \$16,750,000

\$31,750,000 RESERVE LIABILITY OF PROPTORS \$15,000,000 COURT OF DIRECTORS.

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Chief Manager. Hougkong, 21st February, 1912.

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FIXED DEPOSITS are received for 12 months at 4 per cent, per annum, and for shorter periods rates are quoted on application

WM. DICKSON, Manager. Hongkong, 29th March, 1912. THE MERCANTILE BANK OF INDIA, LIMITED.

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BANKERS ! BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

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Manager

Hongkong, 29th March, 1912. THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL

Yen 10,000,000 Capital Subscribed (paid up) ... Yen 6,250,000

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HONGKONG OFFICE: 3. DES VŒUE ROAD. Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911,

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N. J STABB. Chief Manager. Hongkong, 24th January, 1911

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of the U.S. Government in the Philippine Islands and the Republic of Panama.

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TIEDERLANDSCH-INDISCHE HANDELSBANK. (NETHEBLANDS INDIA COMMEDIUM BANK).

Authorised Capital Fl. 15,000,000 (£1,250,000) Paid up Capital Fl. 12,401,050 (£1,033,421) Reserve Fund Fl. 3,252,157,01 (£271,013)

LONDON BANKERS THE WILLIAMS DEACONS BANK.

THE BANK transacts every description of Banking and Exchange business, receives money In Current Account at the rate of 2 per cent. per annum on Daily balances and accepts fixed Deposits at the following rates:-

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ERRINGTON, 7-Roomed House, Peak Road, benutiful situation. For Terms, apply to-C. SCHRÖTER, Care of Messrs. GARRELS, BORNER & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911.

FOR SALE,

With or Without Furniture. 66 FINOR CREST," No. 8, The PEAR, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacen Islands.

3rd floor, Alexandra Buildings

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MANAGER. "Hongkong Daily Press" Office.

L CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WREATHS with Glass Shades from \$4 up. BROWN, JONES & Co., 41, Morrison Hill Road. Telephone 423.

Hongkong, 18th October 1911.

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PEDDER STREET HONGKONG.

Hongkong, 23rd March, 1912.

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Swiss Bankvermin. BRANCHES AND AGENTS all over the

12 months 4% per annum.

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Apply-LINSTEAD & DAVIS.

Hongkong, 7th March, 1912.

Apply-

Hongkong, 13th March, 1912. BROWN, JONES & Co. TTALIAN MARBLE FIGURES.

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FLOWER SEEDS, TOYS, BOOKS, MANILA CIGARS AND CIGARETIES HONGRONG HOTEL BUILDING.

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This yet was started by the late Robert Thorn of Greencok and has been sold as No. 4 since 1831

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These tiny Capsules — superior to Copaiba, Cubebs, and Injections -- CURE the same diseases as these drugs in FORTY-EIGHT HOURS

without inconvenience. Each Capsule bears the name. Paris, 8, rue Vivienne Sold by all Chemists.

SELF OURE NO FICTION THE NEW FRENCH REMEDY. THERAPION WOST THERAPION NO. 2.
Cares blood poison, bad legs, pleers, sores, painful
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Cures chronic weakness, jost vigorand vital force.

Rither Number Therapion & all self treatment directions enclosed, of chemists or post free 3/ from The Le C'ow Medicine Co. Haverstock Rd., Hampstead, London, Hog. Try New Drages (Tasteless) Form of Therapion, easy to take, rafe, lasting cure. Trade Marked word THERAPION is on Britis Govt. Stamp affixed to every genuinopacket. THE DERBY.

THE AMERICAN COMPETITOR. The following New York dispatch dated March 2nd appears in the San Francisco

papers:—
William K. Vanderbilt is preparing for his annual trip to France, where for the last fifteen years he has maintained a large and costly breeding and racing establishment. His success in that period, especially during the last eight years, has been phenomenal. His horses have won every notable prize on the French turf. The far-famed Grand Prix, worth to the winner \$70,000, has been won by one of his colts, while the French Derby has also been taken more than once by horses running in his colours, white, black hoops on sleeves—which are better known there than were James R. Keene's or H. P. Whitney's here. But there is one noted turf trophy that has thus far escaped him—the Epsom Derby, a race which is the natural goal of every turf-man in the world. Four years ago Mr. Vanderbilt's Sea Sick, a first-class performer in France, was sent across the Channel to run in the Derby, but he was beaten, and the race went to the 100-to-1 chance, Signorinetta, the property of the Italian

Signorinetta, the property of the Italian Chevalier Ginistrelli, who had been racing in England for twenty-five years.

This year, however, even the most partisan of English turf critics admit that the famous stakes may be won by Mr. Vanderbilt with his chestnut colt, Montrose II., a son of his famous horse Maintenon, who in his very first year at the stud has begot what is conceded to be the best colt in France and possibly better than any English rival. When a yearling, Montrose II.
was purchased by Mr. Vanderbilt's
trainer, William Duke, at a sale at Deauville, in 1910, for \$13,000. He was bred
by Mme. Lemaire de Villiers. During the
season of 1911 Montrose II. won six out
of nine races, and when he was beaten in one of his best efforts he was conceding seventeen pounds to the winners. Without doubt he is the most valued of all the fifty-five horses Mr. Vanderbilt has in training at St. Louis de Poissy.

Montrose II. is in the skilful hands of

an American, William Duke, who for the last eight years has been training for Mr. Vanderbilt. All the greatest triumphs of the French turf have been won by Mr. Vanderbilt since Duke took charge of the

The Epsom Derby, which has only about forty per cent. the value of the Grand Prix, is so hedged about with sentiment as to make it the object of every horseman's ambition the world over.

Mr. Vanderbilt's horses are ridden by

an American, Frank O'Neil, a boy who graduated from the hard school of an unsentimental, mercenary turf, was brought to New York by Newton Bennington, a turfman of a few years back, and scon hecame one of the most successful jockeys of the day. O'Neil goes to England occa-sionally to ride for Mr. Duryea, when that well-known American turiman starts a horse in a classic.

The chief opponents of Mr. Vanderbilt's colt for the Derby are expected to be Lomond, White Star and Absurd. Mr. LONDON W

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LORDS AMERICAN-bred colt Sweeper II.

(by Broomstick out of Frank Gills' dam,
Ravello), is engaged also, but his most ardent friends scarely dare hope that he can win the Derby. They think he has, however, a capital chance in the Two
Thousand Guineas, which is run a month before the Derby, and which is half a mile less in distance. But, as Mr. Belmont found out when his colt, Norman II., was unplaced in the Derby of 1908, after he had won the Two Thousand Guineas, some had won the Two Thousand Guineas, some horses are not ready for the earlier race and are very much fitter for the Derby. It does not, of course, follow either that the Derby winner is the best of the year, as the case of Minoru and Bayardo illustrate, but, nevertheless, the name of the man who wins the great Epsom classic is immortalized, and that is sufficient compensation for any extraordinary effort.

> BHIPPING CASUALTIES IN THE LAST TWENTY YEARS.

BOARD OF TRADE BETURN.

Abstracts of the returns made to the Board of Trade of shipping casualties for the year ended June 30, 1911, were issued last month as a Biue-book [Ud. 6093].

The total number of casualties reported to the Board of Trade and tabulated was 8,507, representing 6,796,029 tons. For the previous year the total number was 9,715. The total number of lives lost was 4,432, as compared with 4,375. The total number of sea casualties to vessels belonging to the United Kingdom, as distinguished from casualties in rivers and harbours, was 4,421, which was less than the total number in any of the previous 19 years.

The number of total losses and serious

casualties together was 1,381, which was 122 less than in 1909-10, 158 less than in 1908-9, and 327 less than in 1907-8. The number of total losses was 288 and the total net tonnage 137,660 tons, being 108 less in number, and 17,713 tons less in net tonnage than the averages (396 vessels and 155,373 tons) for the past 20 years. It is shown that 7,914 vessels (3,107,468 tons net) of all descriptions belonging to the United Kingdom were totally lost at sea during the past 20 years. The losses of sailing vessels fell from an average of 276 vessels (58,094 tons net) for the past 20 years to an actual loss of 172 vessels (34,973 tons net) in 1910-11, the figures for sailing vessels being lower as regards number than in any of the previous 19 years and lower as regards tonnage than in any of those years, except the years 1907-8 and 1909-10. The losses of steam vessels

were 116 (102,687 tons net), while the average of losses for the past 20 years was 120 vessels (97,270 tons net). From a table it appears that during the past 20 years 3,866 wrecks and casualties to ships belonging to the United Kingdom were attended with fatal results to 21,700 persons, of whom 18,004 were members of the crews and 3,705 were passengers, pilots, or other persons not on the articles

of agreement of the vessels. The total number of sea casualties which were reported in 1910-11 to have occurred to British vessels was 4.997, the number of total losses being 489 (162,459 tons net). The loss of life by sea casualties to British vessels in 1910-11 was 971, against 1,128 in 1909-10 and 1,428 in 1908-9. The number of missing British vessels in 1910-11 was 29, against 21 in 1909-10 and 17 in 1908-9.

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No. 2, Pedder Street, Hongkong) Hongkong, 10th August, 1911.

BY SIR WILLIAM H. WHITE, K.C.B., F.R.S., D.SC., LL.D.

It is a fact worth noting that ships of the maximum dimensions now built or building are not easily accommodated or moved in the largest docks and harbours. The vessels are wonderfully handy, as all who have seen the Lusitania and Mauretania approach or leave the docks at New York or the landing-stage at Liverpool will agree; but they necessarily require large spaces for their manœuvres because they are so long and heavy, and in the busy waters of their terminal ports caution is required. It has been stated recently that the provision of suitable docks at New York for the latest Transatlantic liners will involve an encroachment on the fairway of the Hudson River which may prove disadvantageous to the general traffic of the port. Whether or not this statement is well founded, the general truth of the foregoing remark will be admitted. Ships of 900ft. to 1,000ft. in length, weighing 40,000 tons when deep laden, are not easily dealt with especially when moving in restricted spaces and in tideways, wherein other vessels are under and they themselves must necessarily move at low speeds. In many ports also the great draughts of water of the ships impose considerable restrictions on the water area which they can utilise with safety to themselves. Even in the terminal ports of the Transatlantic steamers difficulties are necessarily experienced, and although they have been overcome so far, they must be accentuated by any further increase of size.

For cargo steamers and warships no such fixed conditions or terminal ports exist. The former class are built to seek eargoes everywhere; and to deliver them wherever desired. Consequently, experience has led to the adoption of relatively moderate dimensions and draught of water, in order that their possible field of operations may be extended widely.

Warships are designed to operate from special bases, but they must find great advantage from being able to enter and utilise other harbours or sheltered waters where the depth of water is moderate. It is desirable also that they should be capable of proceeding to any place where an enemy can be found, and thus enlarge to the utmost their field of operations. Moderate draught of water is therefore an important feature of warship design, and the tendency in recent years to a considerable increase in the deep-load draughts of warships is, from this point of view, objectionable. As above stated, behaviour and period of oscillation for a the "sinkage" of modern warships-from normal to deep-load draught is frequently 4ft, to 5ft,; and although this fact may be ignored in statistical returns, it must seriously affect the practical working range of action of the vessels in wartime. In respect of draught of water; the United States Navy formerly favoured shallowness-indeed, insisted upon it -although naval architects did not fail to point out the penalising influence of that restriction. It will be interesting to be told why this remarkable change of attitude has been made. It is notorious that some of the most recent capital ships added to war fleets cannot, when fully laden, find shelter in harbours which have been built primarily and at great cost to placed in many existing dry docks, in case siderable load draughts. It will not be of speed on long-ocean passages. harbour and docking accommodation which will be available, in case of war, for the reception and repair of the largest vessels. For warships as well as for merchant ships expenditure on ships and armaments must be considered concurrently-with-that on harbours and docks, and in every well-devised programme the two things must be dealt with concurrently. This is a truism, no doubt; but ger steamers has been increased enormouspast events prove that it may none the less | Iv during the last forty years. In 1874 a be neglected in the excitement of a race | 15-knot steamer cost £200,000; in 1889 a to produce the "biggest warships," each. 20-knot steamer cost £375,000; in 1893 at carrying the greatest number of the heavi- 22-knot steamer cost about £550,000; in est guns.

the fundamental gains of economy in sea steamer, of about the same dimensions transport or increased speed. Amongst as the Oceanic, cost £800,000. For later these advantages are: (a) Maintenance ships authoritative figures have not been of speed at sea in rough weather, and in published, but certain statements indicate creased uniformity of service between ter- approximately the sums which have been minal ports; (b) greater steadiness and spent upon them. The British Governgood behaviour in rough water, and in- ment granted to the Cunard Company a creased comfort for passengers, if naval loan of £2,600,000 towards the construcarchitects are left free to utilise fully the tion of the Lusitunia and Mauretania, greater size of ships. " Not infrequently and it is understood that the actual cost they do not enjoy such freedom, because of the two vessels exceeded that amount. the conditions laid down impose limita- The outlay on the Olympic has been put tions on their choice of dimensions and at about £1,500,000 by men who had exact proportions. (c) Better and more spacious knowledge of what she has cost. The accommodation for large numbers of pas- Hamburg-American and Cunard steamsengers. (d) The attraction which many ships now building would, on this basis, passengers have toward the "biggest represent an expenditure of about ships afloat."

ing the first and second of these supple- | the policy of these three steamship commentary gains due to larger size in pas- panies have reached the conclusion that senger steamships.

storms is obviously affected by the re- advantageous to the owners and lead to lative dimensions of ships and waves. increased revenue. Storm waves in the Atlantic Ocean and It is not my purpose to attempt even the ship, and I will now briefly state certain cruisers in war annual subsidies should Messrs, HUNG CHEONG, Haiphong Road facts on which that opinion is based.

The Mauretania has averaged for whole year, on thirty consecutive passages-15 voyages-westward and east ward, in all weathers and under varying and uncontrollable conditions of service, a mean speed of 25.5 knots. The highest mean speed going west was 26.06 knots coming east it was 25.89 knots; the lowest mean speed was 24.92 knots in both directions. This regularity of performance has been repeated during service in two following years, the average mean speed 25.25 knots and 25.1 knots respectively In the series of passages made between February and August this year, the total number of revolutions of the screws during each passage varied only 2 per cent. above or below the number of revolutions per passage deduced from an average for all the passages. These figures may be left to speak for themselves. A closer approach to regularity of performance on the Transatlantic service can hardly be realised, whatever may be the sizes of the ships employed.

Experience proves also that in the Cunarders the limit of speed at which can be safely driven in heavy seas is not fixed power, or general structural strength, but by considerations of the serious damage which might be done to present. fittings and navigational appliances, as well as to the officers and crews employed in navigating the ships, and of the safety of passengers if the ships were driven at high speed against heavy seas. No prudent commanding officer is likely to incur unnecessary risks in these directions; and so there comes a time when the vessels are not driven at full speed against heavy seas, but are slowed down until the weather moderates. This will always remain true whatever the sizes of ships may be. In regard to steadiness in a seaway,

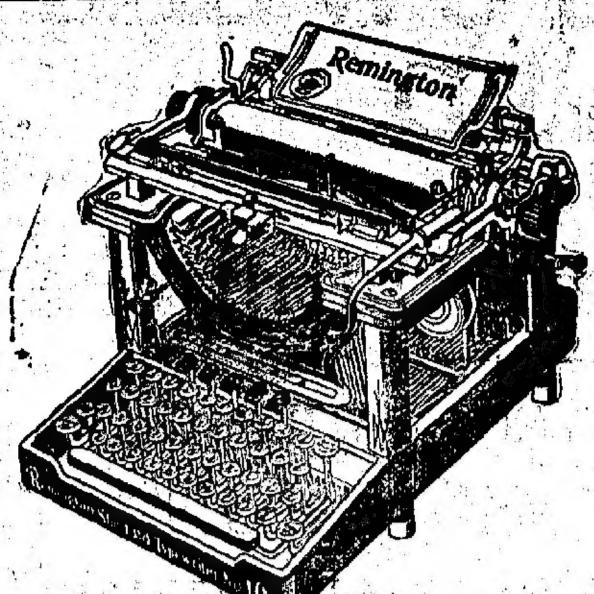
long experience has shown that ships of less size may be more free from heavy rolling in a seaway than much larger ships if the latter are endowed with greater stiffness, and, consequently, move more quickly when rolling. Speaking on the basis of numerous personal observations made on ocean voyages, I can testify that this is the fact both for merchant ships and for warships. In recent years increase in the proportion of breadth to draught of water has tended to shorten periods of oscillation. No doubt in modern passenger steamers the lofty superstructures tend to raise the centre of gravity, and so to diminish stiffness and lengthen periods of oscillation. The increased breadth of ships has also tended to lessen the "effective wave-slope," and so to diminish rolling. Apart from detailed calculation, no exact knowledge can be reached respecting the probable new ship, but that fact in no way contradicts the general statement made above, that large dimensions are not necessary to secure moderate rolling and easy motion. In modern warships of the largest types, as I pointed out in the paper read last year to this society, the periods of rolling oscillation are actually less than the corresponding periods for smaller ships which preceded them; and it is certain that, as a result, the larger shins must prove less steady gun platforms than their predecessors under the influence of ocean storm waves, such as are frequently encountered.

In view of the foregoing statements it becomes apparent that larger dimensions are not essential to good behaviours at serve as naval bases, and they cannot be sea, and that increase in length and weight beyond the Mauretania is not of injury in action, because of their con- necessary in order to secure maintenance disputed that one essential factor in fram- would appear, therefore, that the main ing a shipbuilding programme for any war determining factor in regard to maximum THE SAME TO-DAY AS IN fleet should be the consideration of the dimensions for future mercantile vessels must be found on the commercial side, and not on the technical. If ships cannot be made to pay dividends on the capital sums invested in them-after meeting working expenses and cost of upkeep, and making due allowance for insurance and depreciation—they are not likely to be built.

The first cost of Transatlantic passen-1899 the Occanic, of 20.75 knots, with Enlarged dimensions, of course, enable relatively good cargo capacity, cost certain advantages to be obtained outside 2700,000; four years later a 23-knot £1,750,000 per ship. There can be no A few remarks may be added respect- doubt that experienced men who guide even such huge expenditure as these Maintenance of speed in rough seas and figures indicate will, on the whole, prove

elsewhere attain certain maximum dimen- roughest estimate of earnings or working The observations of Dr. Scoresby, expenses for the new vessels. On the Lieut. Paris, and others have enabled us other hand, it may be well to call attento accumulate a great body of informa- tion to certain facts and opinions which tion respecting the sizes and speeds of are already public property, and which ocean waves, and more than 30 years ago bear on the subject. In 1902 a Committee appointed by the British Government to Manual of Naval Architecture." Cer- consider and report on the employment of tain additions to our knowledge of wave mercantile cruisers, and the subsidies prophenomena have been made since that per to be paid for the services of such date, but the main facts remain substan- ships, expressed the opinion that comtially as I stated them in 1877 for the mercial companies would require to be information and guidance of naval archi- paid annual subsidies for swift steamtects. Ocean waves have not grown in ships in order to make good "the loss size because larger ships have been built, which would be sustained in peace time s and obviously there must be an upper for running such vessels." For ships limit of size, beyond which, so far as having a sea speed of 25 knots the Com- Isr maintenance of speed is concerned, fur- mittee considered that the annual subsidy ther increase in the dimensions of ships ought to be 15 per cent. of the first cost; will have little or no effect upon regularity for 23-knot vessels, 8.6 per cent.; for 20of performance of service between ter- knot vessels, 2.6 per cent. The essential FOTICE TO KOWLOON RESIDENTS minal ports. I have previously recorded point in this recommendation was that my opinion that this upper limit of size extremely fast vessels could not be work- XTRA COPIES of Daily Press are on has been reached for the Transatlantic ed without loss, and that if they were to sale daily at the following Stores: service in the Mauretania and her sister be made available for use as auxiliary | KOWLOON BOOK STALL Recry Wharf

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mato, 25th March-Moji 20th March.

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Gathemann, 2nd April—Saigon 29th

B.C. 7th March, General.—Canada

Kumawachi, 3rd April-Moji 28th

March, Coal.-Mitsu Bishi Goshi

HANOI, French str., 739, F. Bouhier, 4th

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be paid. National sentiment was strongy in favour of recovering ownership of the swiftest ocean steamships for Great Britain. Parliament approved that action; an agreement was made with the Buyo Maru, Japanese str., 3,242, Hashi-Cunard Company to build the Lusitania and Mauretania; an annual subsidy of £150,000 was arranged, and the loan Daidt Maru, Japanese str., 846, Someabove-mentioned was granted at 21 per cent., to be repaid in 20 years. Only the owners of these two vessels can know Devawongse, German str., 1.057. whether or not they have earned dividends, and it is their concern alone. It is noteworthy, however, that no attempt has yet been made to surpass these vessels in



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	Previous Day at 2 p.m.	at	2 p.m.
aroueter	30.10 65	80.08 61	30.05 65
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HONGKONG TIDE TABLE. From 8th to 14th April, 1912.

HIGH WATER.

LOW WATER

N.	19 4		45		-42
Week.	Days	H'kong Mean Time.	Height.	H'kong Mean Time	Height.
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Ion.	8	No infer. m 11 59	high-	9 20 a	2 2
nea.	9	No infer. 0 55 a	high-	nor low- 10 46 a	water 2 0
Ved.	10	No infer, 2 17 a	high-		water
hurs	11	No infer.	high-		
ri.	12	m 8 54	4 6	m 0 30 m 11 48	1 6
at	13	m 8 10	4 1	m 1 6	1.5
nn,	14	6 34 a m 8 5 7 26 a	6 1 4 9 6 2	0 40 a m 1 38 1 24 a	1 5 3

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Mr F. C. Wilford

Mr J. F. Zemmeur

Mr & Mrs E. Howard Mr R. M. Joseph Mr M. A. Joseph Yr C. O. Julian April-Haiphong 3rd April, General. Mr A. Kruseman Mr & Mrs T. P Lachian

Mr A. C. Hataly

Mr T, Haywood Hays

Mr C. D. Las Heras

KWANGTAE, Chinese str., 1,536, Stewart, Mr R. Jamaitre 1st April-Shanghai 29th March, Gen-Mr E. N. Loftler eral. - C. M. S. N. Co. Kwongsang, British str., 1,428, W. F. Bechard, 1st April-Shanghai and

Swatow 31st March, General.-Jardine. Matheson & Co. LAISANG, British str., 2.225, E. J. Tadd, Mr & Mrs Alexande Mr J. Lennox and child Mr C N, Mahholf April-Calcutta 17th March, General.-Jardine, Matheson & Co. LINAN, British str., 1,357, G. C. Williams, 3rd April-Shanghei 31st March, General.—Butterfield & Swire.

LYEEMOON, German str., 1,295, Helleroff, Mr. H. Bradshaw 4th April-Saigon 30th March, Rice. Mr H. H. Coghlan Hamburg-Amerika Linie. Mandasan Maru, Japanese str., 3,246, T. Mr C. K. Cox Ota, 3rd April-Milke 27th March,

Coal.-Mitsui Bussan Kaisha. MATHELDE, German str., 891, A. Ulderup, 4th April-Haiphong 2nd March, General.—Jebsen & Co. PHEUMPENH, British str., 1,060, Jas. H. Scott, 2nd April-Saigon 29th March, Mr H. Hirano Rice and General.-Chinese.

Pinosuev, British str., 4,148, 1st April Bingapore 26th March, General Butteffield & Swire. RycJA, Norwegian str., 3,807, H. Mey Miss O. Kreuz April-Shanghai 29th Sanuki Maru, Japanese str., 3,789, J.

March, Flour, Fish and General .-Nippon Yusen Kaisha. SHINYO MARU, British str., 7,223, H. S. Smith, 30th March-San Francisco 28th Feb., Flour, Provisions and General,-Toyo Kisen Kaisha. SIBERIA, American str., 5,655, A. Leeder,

Tenanoka. 2nd April-Seattle 27th Mr & Mrs Lemaire

2nd April-San Francisco 5th March, Mails and General-P.M. S.S. Co. SUNGKIANG, British str., 987, H. Mathias; Mr R. C. Conually 2nd April-Haiphong and Hoihow 31st March, General.-Butterfield & Swire.

TELEMACHUS, British str., 4,802, J. H. Mr Poyton G. iffin Goodwin, 31st March Shanghai 27th Mr & Mr Gueaby March, General-Butterfield & Swire.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA. NOTICE TO CONSIGNEES. S.S. "SHINYO MARU."

FROM SAN FRANCISCO, JIA HONOLULU, JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived. Consignees of Cargo are hereby notified Mr R. Hall to send in their Bills of Lading for Counter- Lt A. Haynes signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on WEDNESDAY, the 3rd inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown. No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods

have left the Steamer or Godown, and all Goods

remaining undelivered on WEDNESDAY, the 10th inst., afternoon, will be subject to rent and landing charges. All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of Mr G. A Dutton same to be arranged. All Claims must be filed on or before Rev. E. T. Johnson SATURDAY, the 13th inst., otherwise they will

not be recognized. K. MATSDA, Hongkong, 1st April, 1912.

KING EDWARD HOTEL. and child Mr J. S. Mash Mr F. A Arou Miss Vassey Mr.G.S. Aveyard Mr J. McCo. mack lapt Bannatyne Miss Bannatyne Me J. Midzushima Mr H. Miles Dr Belilios Mr & Mrs J. H. N. Mody Mr M. F. Vueray Mr.A. P. Nobbs Mrs Cowen Mr.F. F. Edwards Capt & Mrs Passmore rs Ehrhand and child Mr C, A. Peal Mr A. Percy Mr C. A. Elvines Mr H. Piesbergon Mr&Mrs R. H. Ellis Mr. and Mrs T. C Mr J Golbreatu Ram 10y and obiid vir H. V. Ginasi Mrs L. Ramiay Mr D. Haskell Mr L. C. Rees Mr P. B. Rowley Mr H Golgate 1 r E. H. Jones Mr B. Rowoldt - Mrs Skone Mrs W. D. Kraft Capt & Vire Stewart Capt& Mrs W. J. Ke-ap Mr 4. S. Spurge Mr V. Sorby Mr J. Waldron Mrs Land and children Mr H. Watkins Ur & Mrs C. Lauritson Mr R. Weiss Consul & Mrs Leiria

Mr J. B. Young

GRAND HOTEL. Mr F. P. Lenfestey Mr H: Graham Barser Lieut & Mrs Bodler We Maxwell Mr G. McCormack Vr Braga M R, H Mehta Mr L. M. Brens Mr A. T. Myall Mr W. R Murcay Mra Mrs A. B. Crew Mr E. H. Pond Mr A. L. Ridger is From on Mr. and Mrs Roberts Mr & Mrs Gordon Mr Scharp Mrd Snow or Mr. & Mrs. J. R. Mr J. Tevnan Miss Tempest Kinghorn Mr A. Wateins Dr. F. T. Keyt Dr Worster Mr J. C. Hesteya Miss B. Young Mr J Hornacs

ROYAL GEORGE HOTEL, KOWLOOK.

gr Carl Laiz

Major O. H. Lawson Mr & Mrs F. Allan Lt. E. H. V. Hodge Lt. G. A. Anderson Lt, S. W. Cookson I.M.S. Cap t E. A. Maude Mr Abdue Carrem Capt Des W. Passy T.t. H. D. Drysdale Mr F. Lienell Pratt Lt. R. L. Gardner Capt G. O. Turninll Mr T. P. Grant Lt C. M. Steel

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RUBBER SHARES SINGAPORE QUOTATIONS

	Singapore, Merch 21st, 1912. [Messes, Livable and Evarr's Light]	
	Nom. Value. Buyers. Heliers 2s Allegar Jell 3e9	-
	2s Options 1s 1s8 £1 Anglo-Java 5s9 6s4	
	I Anglo-Johore 78 Ilas	e §
	2s Anglo-Moley 16s9 18s £1 Anglo-Sumetra 70a 76 s6 1 Ayer Kuning 16s3 20s6	
	1 Banteng 40s 46s3	
	El Batu Caves 260s 275s 1 Batu Tiga 75s 82s3	,
	1 Beautort Borneo 208 2165 1 Bukit Kajang 5883 5986	
+ 1	1 Bakit Lintang 87s6 95s 2s Bukit Mertajam 2s8 3s3	•
	2s Bukit Selanger 1s9 pd. 10s diss6 dis	
	2s Bukit Sembawang 1s7 1s3 £1 Carey United 10s pd 3s6 7s6 pm.	
	1 Castlefield 10683 11683	
	2s , options 185 189	
	2s Chots 2s3 2s74 2s Cicely Ord 301 34s3	
	2s Pref 30.6 34s9 2s Consolidated Malay 16s6 17s9	
	£1 Damansara	
	2a Edinburgh 9s 10s6 £1 Federated Sciangor 170s 185s	
	2s Galang Besar 5s6 6s3 £1 Golconds 75s 82s3	
-	1 Golden Hope	
	Zs Heawood 489 3816	
	El Highlands & Lowlands 82s 86s9 1 Inch Kenneth 162s6 180s	
	2s Jasin	L.
	1 Jurn 15s 18s9 2s Kampong Kwantang 9s9 11s3 2s Kamuning 5s6 6s3	٠,
1	2s Kamuning 585 683 £1 Kapar Para 14786 15683 1 Kepitigalla 15s 1786	Ŷ.
1	1 Kepong	•
	2s Kota Tinggi 2s4½ 2s7½ £1 Kuala Lumpur 140% 151s3	
	20 Tabe (FMQ) 90 104	
	£1 Lanadron	i i =
	28 Hinggi Ord. A man in Just 1 10-0	
	£1 Lumut 3183 3489	
	1 Ord 272s6 290s	
	2s Merlimau 3s10 4s41	
	£1 Lumut 3183 3489 1 Malacca 7½% Pref. 26786 2858 1 Ord 27286 2908 1 Malayalam 348 3686 2s Merlimau 3810 484½ £1 Mount Austin 3183 3789 1 N/Hummock 19s pd. 55s 65s pr 2s Padnng Jawa 287½ 2810½	D.
Ţ	2s Padning Jawa 2s7i 2s10i 2s Pataling 42s3 45s6 2s Pelepah 3s 4s	35 7
Ì	2s Pelepah 3s 4s 2s Perak 7s1+ 7s10+	
4	2s Perak	
	28 Port Dickson Lukut so pd. s3 dis. s1½ p 1 Rembis Pref 25s 27s	113
	1 R. Est of Johore 15s pd. 35s 42s6 2s R. Est of Krian 2s8 3s3	
1	£1 R. Invest Trust 10s pd. 14s1 pm. 15s10 pr I Sagga 192s6 212s6	n ;
1	1 Sapong 24s6 27s6 1 Seafield 98s9 107s6	
	2s Selangor 43s6 46s9 £1 Sendayan 36s3 42s6	
	1 Seremban 51s3 57s9 1 Shelford 41s3 47s74	
	1 Sislang	· · ·
	2s Singapore United 2s 2s15 2s Straits S. Bertam 4s105 5s5 x	. d.
1	£1 Straits Rubber 9683 104s 2s Sumatra Para 9s 9s11	
,	1 Sungei Choh 62s6 70s	1
-	2s Sungei Kapar	
	1 Sungei Salak 75s 85a6 1 Sungei Way 100s 107a6	
	1 Tanjong Malim 12s6 pd. par 2s pm. 1 Tangkah Pref 4s6 7s6	4 ,
	1 Tebrau	
	I United Sta Decong 228 2083	
	2s United Sumatra Bs11 8s101 2s United Temissing 1s6 pd. s6 dis. s3 dis	Si e
	2s do f.pd. 1s4 1s6 2s Val d' Or	
	2s Yam Seng 8s1½ 9s1½ 31 Alor Gajah \$1.82½ 1.90	(i) 8
	10 Alver Hitam 50.00 35.00	4
	1 Ayer Kuning 0.70 0.75 1 Ayer Molek 2.60 2.70 5 Ayer Pauss 6.50 6.75	
	1 Balgownie 8.50 8.75 10 Bukit Timah 11.50 12.50 1 Bukit K. B 0.85 0.90	
	10 Chandicat Befords 3.00 0.20	1
÷.	£i Duff 7.25 7.80 \$1 Gienealy 1.45 1.50 5 Haytor 7.00 7.50	d. May
·	10 Henrietta, 59 pd 1.50 dis.1.000	1R.
	10 Indragiri 5.80 6.00 1 Jimsh 0.40 C.45	A 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
	5 Kelemelr 9450 pd. 260dis 240d	M.
	5 Lunss 0.85 1.00 1 Malaks Pinda 1.05 1.10	g ^r
	5 Kempas 2.70 2.85 5 Lines 0.85 1.00 1 Malaka Pinda 1.05 1.10 2 Malakoff 2.25 2.35 5 Mantin, \$4.25 pd 4.75	4 1 3
	2 New Serendah	e 1.
إ	5 New Singapore 4.60 4.75 1 Nyalas 0.32 0.35	* * *
	5 Pajam	
	10 Pulau Bulang, \$3.00 pd. 1.75 1.50 dis. 1 Punggor 0.50 0.60	, ,
	5 Radella	ريان
	2 Singapore & Johore 12.00 12.25: 2 Sungei Bagan 1.10 1.20	N t
	10 St. Helena 15.00 1 Tambaiak 0.80 0.85	
7	5 Teluk Anson	
	1 United Malacca 0.70 0.75 1 United Malacca 0.85 0.90 Rs.50 Jebong \$120.00 130.0)
	WALU-VU LU-VU	
	"WITH DOG AND GUN IN THE	

"WITH DOG AND GUN IN THE NEW TERRITORY."

DEING the Series of Articles contributed to the "Hongkong Daily "insa" by "Bportsman," reproduced in book form

PRICE ONE DOLLAR. Hongkong, 29th October, 1910

GOING! HOME.

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	STEAMERS.	T.one		curting		1915	0 -4	
•	SIBERIA 18,000		16.0	js 'ee	TUESDAY,			
	CHINA	**			TUESDAY,	23rd April		
	MANCHURIA 27,000	91		. 11	TUESDAY,	30th April,		
	NILE 11,000	11	111		TUESDAY, TUESDAY,	14th May, 21st May,		
	MONGOLTA	A #1	641 141			11th June,	at 1	P.M.
	KOREA18,000	7 17	444		TUESDAY,	18th June,	at 1	P.M.
	SIBERIA18,000	91			TUESDAY,	2nd July,	at 1	Р,М,
	· INTERMEDIATE STEAMERS.	200				,	4	9
				- 1				

LET US PLAN AN ITENERARY FOR YOU.

Kings Building (opposite Blake Pier).

FRED J. HALTON. AGENT.

TELEPHONE No. 141.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER. SEATTLE

PORTLAND

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF ADING TO ALL OVERLAND COMMON POINTS

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OE.).				
	RVOIA 1815 April				

To be followed by other Steamers of the Company at egular intervals. Calling at AMOY and KEELUNG if sufficient nducement offers

The BANK LINE Steamers are of the Newest Design, lave most Commodious Accommodation, and are fitted with Electric Light and Wiroless Tolography.

Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to-

THE BANK LINE, LIMITED. PELEPHONE No. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

1st Half May, 1912. ... 3,000 tons S.S. DUNERIC" And regularly thereafter.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal). EAST LONDON, PORT ELIZABETH and JAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN -AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGEONG: 27th April,

FROM COLOMBO: S.S. "MINERIC" 11th May.

MANAGING AGENTS.

For Rates and Further Information, apply to-THE BANK LINE, LIMITED,

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE. THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT

FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers * CALCUTTA.

l or Bates of Freight and Further Particulars, apply to-

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SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION 6,7., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKON MONDAY, 8TH APRIL, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN." 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 9TH APERL, 1912. 8 a.m. "REUNGSHAN." 8 am. "HONAM." 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651, S.S. "SUI AN," Tons 1651. HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf,

MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

EXCURSION TO MACAO.

SUNDAY, 14TH APRIL The Company's Steamship

"SUI AN," Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7,30 a.m.,

and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons, Departures from Macao to Cauton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT BERVICE OF THE HONGKONG, CANTON AND MACAO STEAMFOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sanday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

YO KISEN KAISHA TRANS-PACIFIC



WESTERN PACIFIC

DENVIER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

ew Triple Screw Turbine Flyers-20 Knots Speed. S.S. TENYO MARU 21,000 tons. 8.8. CHIYO MARU ... 21,000 tons. S.S. SHINYO MARU 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.) HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC - DENVER

RIO GRANDE. The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Deaver and Rio Grande Hailways to Chicago via Salt Lake City and Deaver

WITHOUT CHANGE. Through Standard Sleepers, Through Tourists' Sleepers,

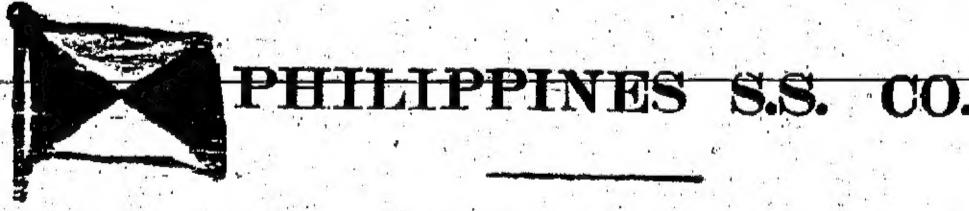
Dining Cars-Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundred of miles through the gorgeons scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatientic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 526.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT, 17. WATER STREET, YOKOHAMA. AND KING'S BUILDING, HONGKONG'



 STEAMSBIP	Tons	CAPTAIN	POB	SAILING DATE
RUBI		8. Crosby	TION SER CARD	On 10th Apr., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Thoilo and Cebu	On 20th Apr., 4 P.M.
For Freight of Hongkong, 21	r Passage, and April, 1915	ply to SHEW	AN. TOMES & Co., PHILIPPINES	General Managers, 8 8.S. Co. 13

THE EASTERN & AUSTRALIAN The N.Y.K. str. Hakata Maru (Bombay port via Manila on the 27th March, and is expected here on the 8th April. The N.Y.K. str. Hakata Maru (Bombay port via Manila on the 27th March, and is expected here on the 8th April. The N.Y.K str. Miyazaki Maru (European Line) left Simulation for this port via Manila on the 27th March, and is expected here on the 8th April. STEAMSHIP CO., LTD.

MAJL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION). ARRIVE HONGKONG LEAVE HONGKONG FROM AUSTRALIA.

FOR AUSTRALIA. ST. ALBANS Sat., 27th April, Noon. The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to GIBB, LIVINGSTON & Co.

JAVA-CHINA-JAPAN LIJN REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA		JAPAN. "	Second half of
TJIPANAS	YOMA	Second half of	JAVA	March. Second half of
TJILATJAP.	JAVA	March. Second half of	SHANGHAI	March. First half of
TJIMANOEK	JAVA	March. First half of	JAPAN	April, First half of
TJIBODAS	SHANGHAI	April. First half of	JAVA	April.
TJITAROEM	JAPAN	April. First half of	JAVA	April. First half of
TJIMAHI	JAVA	April. Second half of	JAVA	April. Second half of
4 3,0		April.		April.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. Hongkong, 27th March, 1912. JAVA-OHINA-JAPAN LIJN.

YORK BUILDINGS, TOP FLOOR

Telephone No. 375.

SWEDISH EAST ASIATIC GOTHENBURG.

PROFOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION DATE OF SAILINGS. SHANGHAI, YOKOHAMA, "PEKING" ... 6.500 ... On 25th April. KOBE and MOJI ... "CEYLON" ... 9,000 ... About 10th May. For Freight and Further Particulars, apply to TELEPHONE No. 171. ARTHUR NILSSON & CO.

NORDDEUTSCHER LLOYD. IMPERIAL GERMAN

LINES. STEA VERS TO SAIL. NAPLES, GENOA, ALGIERS, " LUETZOW." GIBRALTAR, SOUTHAMPTON, Wednesday, 17th Capt. J. BORTFELDT. 17,300 { April, at Noon. ANTWERP and BREMEN ...

SHANGHAI, NAGASAKI, KOBEL "PRINZ LUDURG," and YOKOHAMA Capt. F. O. Pinzen, 18,300 \ 18th April. MANILA, ANGAUR, YAP, "PRINZ WALDEMAR," NEWGUINEA, BRISBANE,

Thursday, the

Capt. L KLUGKIST, 30th April,

"BORNEO" KUDAT and SANDAKAN Middle of Capt. F. Sumbill, All the Steamers of the European Line are fitted with Wireless Telegraphic. New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELOHERS & Co.,

Capt. H. BREMER.

Hongkong, 8th April, 1912

SYDNEY and MELBOUNE

KOBE and YOKOHAMA

GENERAL AGENTS HONGKONG AND CHIN .

THOS: COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS, &c.

Head Mice for the Far East: _ 16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged. CHIEF OFFICE:-LUDGATE CIRCUS LONDON.E.C.

VESSELS EXPECTED.

THE AMERICAN MAIL. The P.M. S.S. Co. str. China from San Francisco was dispatched from Yokohama on the 1st April en route to Hongkong, and is due to arrive at this port on the 8th April.

The P. M. S.S. Co.'s str. Manchuria sailed from San Francisco, on March 21st, en route to Hongkong, via Honelulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 21st. The T.K.K. str. Chiyo Maru with U.S.

mails, sailed from San Francisco on arrived at London on the 4th April Wednesday, the 27th ult., and is expected morning. to arrive here on April 23rd.

here on the 30th April. THE AUSTRALIAN MAIL.

lian Line) left Thursday Island on the 28th March, for Manila and Hongkong, and is due to arrive here on the 8th April. Line) left Shanghai on the 5th April, and is expected here to-day.

The Apear str. Gregory Apear, from The G.N. str. Minnesota left Yokohama Calcutta, left Singapore on Tuesday after- for this port via Manila on the 5th April, about the 8th April: THE MERCHANTS STEAMERS.

Rangoon on the 30th March, at p.m., for April. Hongkong via Penang and Singapore, and The N.Y.K. str. Kumano Marn (Austrais expected to arrive here on the 12th lian Line) left Nagasaki on the 5th April, April, at p.m.

on or about 20th April. The Swedish East Asiatic Co.'s str. Peking left Port Said on the 26th March, and is expected here on the 25th April. The T.K.K. str. Hongkong Maru will be despatched from Callao on the 19th HONGKONG HANSARD REPORTS ult., for Hongkong, and is expected here of the MEETINGS of the on the 23rd May.

The "Mogul" Line str. Lothian left Session 1911. United Kingdom on the 13th ult. for Hongkong via the Straits. INDO-CHINA STEAM NAVIGATION CO., LTD.

Choysang, from Shanghai via Swatow, is due in Hongkong and Canton 8th

Fultala, from Rangoon, is due in Hongkong 12th April.

BRITISH INDIA STEAM NAVIGATION CO., LTD. Fultala, from Rangoon, is due in Hongkong 12th April. Wardha is expected to leave Moji for Hongkong 6th April.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str Socotra.

The M.M. str. Ville de la Ciotat, with The P.M. S.S. str. Nile sailed from San the French Mail of the 10th March and Francisco on the 3rd April, for Hongkong Mails from London of the 9th March, left via Honolulu, etc., and is due to arrive Saigon on Friday, the 5th inst., at 4 p.m., and is expected to arrive here on Monday. the 8th inst., at 10 a.m., leaving for Shang-The N.Y.K. str. Yawata Maru (Austra-hai, Kobe and Yokohama on the same lian Line) left Thursday Island on the evening.

noon, and may be expected here on or and is expected here on the 19th April. The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this

The Seang Line str. Seangchoon left April, and is expected here on the 10th

and is expected here to-morrow. The str. Glenstrae passed the Suez The P.M. str. China is due to arrive at Canal on the 19th ult., and is due here Hongkong between 6 and 8 a.m. tomorrow.

ON SALE.

LEGISLATIVE COUNCIL for the

BEVISED BY THE MEMBERS. PRICE DALLY PRESS OFFICE.

Hongkong, 6th March, 1912.

SHIPPING.

ARRIVALS.

FERD LARISZ, German str., 3,158, B. 5th April-Singapore 29th March, General. - Hamburg-Amerika

CHOWTAI, German str., 1,115, W. Reher, 5th April-Bangkok 29th March, Gen. eral. Butterfield & Swire. OHOYSANG, British str., 1,434, N. Courtney, 7th April-Shanghai 3rd April,

General. - Jardine, Matheson & Co. HAICHING, British str., 1,859, W. C. Passmore, 5th April-Swatow 4th April, General.—Douglas, Lapraik & Co. HAWKE, British cruiser, Selater, 5th April

--- Woosung 9th April. Kleist, German str., 5,127, L. Maap, 5th April-Bremen 21st February, Mails and General.-Melchers & Co. KUEICHOW, British str., 1,215, Forsyth, 6th April-Tientsin 30th March, General.-Butterfield & Swire.

KWANGLEE, Chinese str., 1,468, J. Mc-Arthur, 7th April-Shanghai 4th April, General.-Chinese. PALAWAN, British str., 2,919, C. R. Longden, 7th April-London 24th Feb.,

General.-P. & O. S. N. Co. ALBANS, British str., 4,119, W. G. McArthur, 5th April-Australia 3rd April, Goneral.-Gibb, Livingston &

Taming, British str., 1,350, G. H. Penne-father, 5th April-Manila 2nd April, General.-Butterfield & Swire. TJIMANOER, Dutch str., 5,626, A. W. Lea Rooy, 7th April-Java 31st March, General, -Java-China-Japan Lijn.

TZAIJO MARU, Japanese, atr., 208, T. Yamagachi, 6th April-Swatow 5th General. - Osaka Shosen Kaisha. WUHU, British str., 1,227, H. T. Howard, 5th April-Tientsin 3rd April, Gen-

éral.-Butterfield & Swire.

DEPARTURES.

April 5th.

ALDENBAM, British str., for Australia. CHILDAR, British str., for Canton. EMPIRE, Austrian str., for Australia. HALYANG, British str., for Swatow. KLEIST, German str., for Yokohama. TINGSANG, British str., for Hongay. TJILITJAP. Dutch str., for Mheassar.

April 6th. YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. St. Albans reports: Experienced fine weather throughout. The Chinese str., Kwanglee reports: Strong N.E. monsoon and rough sea during the passage.

The British str. Taming reports: Light to moderate N.N.E. breezes, smooth sea to Pratas: thence strong N.O. breeze, oversqually, heavy rain, high sea to arrival.

PASSENGERS.

ARRIVED. Per Kwanglee, from Shanghai, Mr. and Mrs. Campbell. Per Tjimanock, from Java, Mr. Jume,

and Mrs. Meart. Mrs. Bailey and Mrs. Beck.

Per Taming, from Manila, for Hongkong, Mr. and Mrs. Cunningham, Messrs. E. S. Gorjas, D. W. De Poey, F. Dray, A. Boucan Yap, G. Fergnini, S. Stares, U. S. Soriano._

Per Palamany for Hongkong, from London, Lieut. F. J. Wyley, Eng. Comdr. Roome, Mr. and Mrs. Windbrank and 2 children, Miss E. R. Kelsey, Staff-Q.M.S. and Mrs. Robinson and 3 children; from Colombo, Mr. P. H. Greig; from Singapore, Miss P. Nordhoff, Mr. A. H. Todd and Miss Greenhill.

Per St. Albans, for Hongkong, from Sydney, Mr. A. B. Potter, Mr. M. M'rne Lamy, Mr. P. Pierre Flipo, Mr. P. V. Ryan, Mr. A. E. Ellis, Mr. and Mrs. Peter Britz, Mrs. L. King, Mr. P. Fawcett Story, Mrs. W. A. Dumeresq, Mr. G. S. Yuill and valet, Mr. and Mrs. J. H. Darby; from Cairns, Mr. P. J. Doyle; from Townsville, Mr. Syrines; from Port Darwin, Mr. Iliffe; from Manila, Mr. and Mrs. R. Salinas, Messrs. J. and R. Salinas, Misses Salinas (2), Mr. Hashim, Mr. A. A. Herchler, Mrs. C. F. Clark, Judge G. T. Trent; from Biffon, Mr. Felix Pintadoy; from Brisbane, Mr.

Wright. Per Kleist, for Hongkong, from Genoa, etc., Mr. and Mrs. F. E. Griffith, Mr. R. Germann, Mr. and Mrs. P. E. Young, Mr. L. Wiegand, Mr. F. W. Strohn, Count of Falheurch de, Dr. Bilfinger, Misses N. O. and F. R. Porter, Miss G. Claffs, Dr. Thunsur, Mrs. F. E. Lepricca, Mr. Donald Alvard and John, Mr. S. L. B. Aldworth, Mrs. Clark, Mr. A. Les Sturgeon, Mr. and Mrs. E. L. F. Hubbard, Miss Harry Corey, Mr. Jas. H. Clark, Dr. H. M. Gregor, Mrs. and Miss Ginjoolen, Miss von Bornemann, Dr. Schroder, Mr. and Mrs. Martin, Mr. and Mrs. Marshall P. Grold, Misses Aurelia and Louise Wyman, Commander and Mrs. F. S. Price, Mr. D. S. S. Douglas, Mr. Bertram Carr, Mr. F. Folds, Mr. W. W. Payne, Miss Caroline K. Lee, Miss Christnie Kuebler, Miss Virginia Lisle, Mr. Y. Thimsen, Mr. Y. Kretschmer, Mr. and Mrs. Y. Karl, Mr. Fr. Taylor, Mr. H. Wasltli, Mr. C. O. Schnitter, Miss Eva Uzelman, Mr. Robert Chainay and Mr. H. W. Adams,

Per Kleist, for Shanghai, etc., Mr. W. S. Livingston, Mr. R. H. Koerner, Mr. and Mrs. J. D. Whelpley, Mr. and Mrs. R. Taylor, Mr. v. Blumenthal, Mr. C. Schmidt, Mrs. M. Franke, Mrs. O. Ichiwa, Mr. H. G. Parker, Mr. A. Hingsby, Mr O. Struchmeyer, V.r. Karapel, Mr. Praiss, Dr. W. Schmidt, Mr. W. G. Newton, Sir Bampfylde Fuller, Mr. and Mrs. C. B. Reher, Miss M. C. Reher, Mr. T. W. Taylor, Mr. Derville, Mr. P. Klimanek, Mr. O. Morgari, Mr. Twell, Mr. J. Almeida, Mr. Albers, Miss Maher, Mr. J. M. Maher, Mr. and Mrs. Cunningham, Mr. Robt. Chainye, Mr. U. Balis, Mr. Takahashi and Mr. M. Laukemnko.

DEPARTED.

AS LOADING. ADVERTISED VESSELS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Woor Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k, nearest Hraghong "h," midway between Hongkong and Kowloon " m." and those vessels berthed at the Kowloon Wharf " k.w." together with the number denoting the section.

1. From Green laland to the Harbour Master's	18. . From Biake Pier to Na	om Biake Pler to Naval Yard. 4. From Naval Yard to East Point				
DESTINATION.	vessml's hames.	PLAG & RIG	BERTP.	CAPTAIN.	FOR PREIGHT APPLY TO	TO BE DESPATCHED.
						A. 470 J. 4 Miss
ONDON, &c., VIA USUAL PORTS OF CALL ONDON & ANTWERP VIA SINGAPORE. &c	DELTA SUMANTEA	Brit. str Brit. str		W. R. Le Mare, R.N.R.	P. & O. S. N. Co	Whome It an inter
ONDON, ROTTERDAM & ANTWERP, &c	O. J. D. AHLERS .	Brit. str	k. w. k. w.	Gronan	JARDINE MATHESON & Co., LD HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 31st May.
OTTERDAM, HAMBURG & AND WILLIAM	BELGRAVIA	Ger str. Ger str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 11th inst. On 10th May.
AVRE, BREMEN & HAMBURG	KAGA MARU	Jap. str Ger. str.		G. Tabusa Wagner	HAMBURG-AMERIKA LINIH	On 10th inst., at D'light On 29th inst. On 27th May.
ARSEILLES, HAVEE & HAMBUILD, ACC.	TACOMA MARU	. Jap, str	W. A.	N. Teranaka	OGANA STORME KATERA	On 16th inst., at 1 P.M. To-morrow, at Noon.
ICTORIA, B.C. & SEATTHE VIA BHANGHAT &C		Jap. str Jap. str Ger. str.		T 70-46-134	OBAKA SHOBEN KAISHA	On 10th inst., at 1 P.M. On 17th inst., at Noon.
ICTORIA, B.C. & TACORIA. VIA SULTAMPTON AFLES, GENOA, ALGIERS, GIBRALTAR SOUTHAMPTON RIESTE, via SINGAPORE, PENANG, COLOMBO, &C. PRIESTE, FIUME, VENICE VIA SINGAPORE, &C.,	KOERNER	Aus. str.		ene	SANDER, WIELER & CO	L CH MY MINT
NEW YORK	KALOMO	Am, str.	_	Keasley	THE BANK LINE LTD.	On 11th inst.
ANCOUVER, B.C. SEATTLE & COLLINSON	EMPRESS OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC IN CO.	On 1st June, at 6 P.M.
ANCOUVER VIA BHANGHAI & JAPAN, &C.	PARTITION WASHING ALL	Jap. str		H. S. Smith	PACTURE MAIN S.S. CO.	On 23rdinet., at 1 P.M.
AN FRANCISCO VIA SHANGHAI & JAPAN, &c AN FRANCISCO VIA SHANGHAI & JAPAN, &c USTRALIAN PORTS VIA MANILA	SIEEBIA Kunano Maru	Jap. str.		M. Winckler	PACIFIC MAIL S.S. Co	On 12th inst. at Noon.
USTRALIAN PORTS VIA MANAGE	PRINZ WALDEMAR	Brit str.		H. Bremer	GIBB, LIVINGSTON & CO	About 26th inst.
COKOHAMA & KOBE AN SHANGHAL	TENSHIN MARU	Jap, str.		Hori.	NIPPON YUSEN MAISHA	On 11th inst. at 11 A.M.
KOBE & YOKOHAMA	FULTALA	Brit. str		H. Chidley	JARDINE, MATHESON & CO., LLD.	About 30th inst.
KOBE & YOKOHAMA NAGABAKI, KOBE & YOKOHAMA MEXICAN, PERUVIAN & CHILEAN VIA JAPA	N BUTO MARU	Jap. etr.		T. Sekine	TOYO KISEN KAISHA	Onick despatch
JAPAN	KURICHOW	Brit. str.	1 70.	Van D. Jalink Foresyth H. A. Wall	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
TSINGTAU & NEWCHWANG	William	Brit. str.	1 m	J. Meathrel	BUTTERFIELD & SWIRE	On 20th inst.
NINGPO & CHINKIANG BHANGHAI, KOBE & YOKOHAMA BHANGHAI, MOJI, KOBE & YOKOHAMA BHANGHAI, MOJI, KOBE & YOKOHAMA	PALAWAN	Brit. str. Jap. str.		C. R. Longden E.N.R.	P. & O. S. N. Co	On 10th inst.
SHANGHAI.	CHOYSANG	Brit. str.	1 m.	Romeon	BUTTHEFIELD & SWINE	About 11th inst.
SHANGHAI		Brit, str.	.1 m.	J. B. Harris	BUTTERFIELD & DWIE	About 18th inst.
SHANGHAI. NAGASAKI, KOBE & YUKUHAN	KUTSANG	Brit. str.		Bradely	JARDINE, MATHESON & CO., LD	170 2200 11116
SHANGHAI. YOKOHAMA KOBE & MOJI SHANGHAI. YOKOHAMA KOBE & MOJI	CEYLON	Aus. str. Swed. str.	<u> </u>	100 010 110 000 010 0 100 010 111 111 11	A Witten W. D. D.	Whome Torn may
SHANGHAI		Jap. str.	2.00	W. Wade	NIPPON LUBEN BALSHA	On 10th inst., at Noor
FOOCHOW VIA SWATUW & AMUL	HAITAN	Brit. str.	Z n.	W. C. Passmore J. S. Roach	DOUGLAS LAPRAIK & Co	On 12th inst. at 11 A
SWATOW, AMOY & POUCEOU	Theneman	Brit, str.	lm	Pennefather S. A. Crosby	BUTTERFIELD & SWIRE SHEWAR, TOMES & CO JABDINE, MATHESON & CO., LI	On 10th inst., at 4 p.r
MANILA, MANGARIN, ILUILO & CLESO III.	LOONGBANG	Brit, str. Brit, str.	***	P. H. Bolfe	SHEWAN, TOMES & CO., L.	On 20th inst., at 2 P. On 20th Inst., at 4 P.
MANILA. MANGARIN, ILUILO & CEBU	TIPANAS	Dute stra	44 1 The	J. B. v. Damme Jol E. J. Tadd	nh JAVA-CHINA-JAPAN LIJN	On 10th inst. at Noo
SINGAPORE PENANG & BANGOON	WARDHA	Brit. str. Brit. str.		G. M. B. Lake	JABDINE, MATHESON & Co., LI JARDINE, MATHESON & Co., L.	On 22nd inst, at No.
SANDAKAN	MAUSANG BORNEO	Brit. str. Ger. str.		F. Sembill	MEICHERS & CO	
KUDAT & BANDARAM & HAIPHONG	BI-KIANG	Fren str		E. de Cacalano		
		· 1 0	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -			

Per Choysany, from Shanghai, Mr. and BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tone, Captain H. Chidley, due at Hongkong from Rangoon on 11th April, will be despatched for KOBE the 12th April, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FAZILKA," 4,152 tons, Captain W. H. Whittingham.

WESTWARD.

The S.S. "WARDHA" will leave Hongkong for BINGAPORE, PENANG and RANGOON on the 11th April, 1912, at Noon, followed by the S.S. "MUTTRA," on 25th April, taking Cargo and Passengers at Current Rates. The above Steamers have excellent saloon accommodation for passengers and are

fitted with all modern conveniences. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS Telephone No. 215.

"SHIRE" LINE OF STEAMERS. LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DATE OF DEPARTURE BTEAMERS. LONDON, ROTTERDAM & ANTWERP ... "FLINTSHIRE" On 10th May. Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans, Attention is directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE. MATHESON & Co., LTD., AGENTS.

Hougkong, 22nd March, 1912

Hongkong, 4th April, 1912.

Hongkong, 2nd April, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (BUBJECT: TO ALTERATION).

*SINGAPORE PENANG & CALCUTTA" LAISANG" ... Wed'day, 10th April, Noon.

† SHANGHAI ... "CHOYSANG" ... Thursday, 11th April, Noon.

*LOONGSANG" ... Saturday, 13th April, 2 p.m.

*MANILA ... "MAUSANG" ... Thursday, 18th April, Noon.

*SANDAKAN ... "MAUSANG" ... Saturday, 20th April, 2 p.m.

*MANILA ... "YUENSANG" ... Monday, 22nd April, Noon.

*SINGAPORE, PENANG & CALCUTTA" NAMSANG" ... Monday, 22nd April, Noon.

*SINGAPORE, PENANG & CALCUTTA" NAMSANG" ... Monday, 22nd April, Noon.

*SINGAPORE, PENANG & CALCUTTA" NAMSANG" ... Monday, 22nd April, Noon.

*SINGAPORE, PENANG & CALCUTTA" NAMSANG" ... Monday, 22nd April, Noon. STEAMERS. RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS). The Steamers "Kutsang," "Namsang" and "For lang" leave about every 3 weeks for banghai and returning via Kobe Inland Sea) and Muji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light,

A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Pasumgers and are fitted through-† Taking Cargo on through Bills of Lading to Yargiera Ports, Teington, Weihaiwei, Chefoo

1 Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawace ientain and Newchwang. sukaan, Jesselton and Labuan. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

GENERAL MANAGERS. [15

PACIFIC ROYAL CANADIAN STEAMSHIP LINE. VIA VANCOUVER AND

PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.

SUBJECT TO ALTERATION. FOR LIVERPOOL. VANCOUVER. "EMPRESS OF INDIA" SAT., 20th Apr. "EMPRESS OF IRELAND" FRI., 17th May. 1912 "EMPRESS OF JAPAN" SAT., 11th May. "ALLAN LINE" "MONTEAGLE"...... SAT., 1st June. "EMPRESS OF BRITAIN" FBI., 28th June. "EMPRESS OF INDIA" SAT., 22nd June "ALLAN LINE" Steamships leave HONGKONG at 6 P.M.

Steamships leave HONGKONG at 6 P.M.

STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate Steamship

"Monteagle" First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or ries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. STECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents, For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Pedder Street and Prays opposite Blake Pier.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK. With liberty to proceed via the Cape of Good Hope.)

THE Steamship

"KALOMO," Captain Keasley, will be despatched for the bove Ports on THURSDAY, the 11th April. For Freight, etc., apply to-THE BANK LINE, LTD. General Agenta

Hongkong, 11th March, 1912.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT MEDITERRANEAN PORTS, PLYMOUTH AND LONDOR

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUNTAL, AMBRICAN AND SOUTH AFRICA PORTS. HE Steamship

"DELTA," Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 13th April, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MALGJA, 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured

before departure from Hongkong. Silk and Valuables, all Cargo for France, Tes and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marsailles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 24th May, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to Superintendent, Hongkong, 2nd April, 1912.

REGULAR STEAMSHIP SERVICE

JWITH LIBERTY TO PROCEED VIA THE CAPE : or Good Hope). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, S.S. "MONTROSE"...On or about 23rd Apr. For Freight and further information, apply to DODWELL & Co., LTD.,

Hongkong, 2nd April, 1912.

PASSED THE CANAL.

February 27th - Atholt, Benavon. Luctzow, Matoppo, Namur. March 1st-Antilochus, Goeben, Hirano Maru. Ningchow, Polynesien, Sachsen, Segovia, Deike Rickmers. 5th-Flintshire, Himalaya, Hitachi Maru, Konang Si, Nyanza, Baron Innerdale. 8th-Ajan Aragonia. Astyanan, Benlomond, C. Ferd Laciss. Gauges, Palawan, Ping Sucy, Sydney. 12th—Benarty, Laertes, Persia, Samora, Madura. 15th - Derflinger, Erroll. Kleist, Tango Maru, Ville de la Ciotat. Arcadia, Lovat. 19th-Erzherzog Frans Ferdinand, Glenstrae, Migasaki Maru, Moyune, Peshawur, Socotra, Thescus, Yangtese. 22nd-Calchas, Ernest Simons, Idomeneus, Pathan, Saxonia, Silesia. 26th-Benledi, Borneo, Kawachi Maru, Peking, Priam, Scandia, Sithonia, 29th -Bellerophon, Diomed, Kamo Maru, Lothian, Prinz Eitel Friedrich, Prinz Ludwig, Satsuma, Yarra. 2nd April-Andalusia, Inverclyde, Kitano Maru,. Nile, Patroclus, Stentor, Teucer, Rhesus ...

ARRIVALS AT HOME. April 4th-Socotra.

TISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BA CAPTAIN C. V. LLOYD, With Illustrations, Maps and Plans.

... \$1.75

On Sale st-Hongkong: "DAILY PRESS" Office. Messrs. KRILY & WAISH Messrs. Brewer & Co Messrs. A. Q. WATSON & CO.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND

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KOO	MECHANICAL ENGINEERS. Modern Appliances for quick construction and repair of Ships, Engines Boilers, Railway Rolling Stock, Bridges, an all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatical Tools, installed throughout the Work FOR CRAINS WIRE ROPES STOREST OF THE PORT OF THE POR
	Modern Apphances for quick constitution and stock, Bridges, an Boilers. Railway Rolling Stock, Bridges, an
TAN	all Classes of Engineering, Iron and Wood Wor
118	Electrical Drives, Hydraulic and Pneumati
	DOOR BOOK TOOLS, Installed throughout the work
AVING DOCK	50-Ton Hydraulio Testing Machin

GRAV ING DOUB × 34' 6" Pumps empty Dock in 23 hours. THREE PATENT SLIPWAYS taking vessels

ARD BONGKONG. AND METAL SPECIMENS,

up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-Ton ELECTRIC CRANE ON QUAY-ELECTRIC OVERHEAD

CRANES THEOUGHOUT THE SHOPE BANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work. Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Cflice

MANAGERS AND ACENTS, BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

POB	etranierė.	TO SAIL REMARKS
BHANGHAI, MOJI, KOBI	PALAWAN	10 A.M. Freight and 8th April. Passage.
	ASSAYE _Capt. G. W. Cookman, B.N.R.,	
LUNDON VIA USUAL PORT	B DELTA	Noon, See Special

LUNDON and ANTWERP VIA SINGAPORE, PE. (SUMATRA About) Freight and NANG, COLOMBO. PORT [Capt. W. J. Le Mare, B.N.R.] 17th April. SAID and MARSEILLES

For Further Particulars apply to

E. A. HEWETT. Superintendent

Hongkong, 8th April, 1912.

CHINA NAVIGATION

SAILINGS SUBJECT TO ALTERATION

				The same of the sa	,		
		FOR		BTEAME	RS	TO SAIL	
-	MANILA.	CEBU and ILO	ILO "	TAMING"	On On	9th Apr.	4 P.M.
	WEIHAI	WEI. CHEFOO &	Tientsin "	KUEICHOW'	' On	9th Apr.	4 P.M.
	NTNGPO	& CHINKIANG		WUHU"	On	10th Apr.	4 P.M.
41	TSINGTA	IT & NEWCHW.	ANG	SHAOHSING'	" On	10th Apr.	4 P.M.
,	SHANGH	AT		CHINHUA"	On	11th Apr.	4 P.M
z.,	BHANGH	AI		ANHUI"	On On	13th Apr. I	M'night.
		DIRECT SALI	LINGS TO V	VEST RIVER	Twice Weet	dy.	
		88.	LINTAN "	and S.S. " SA	NUL"	10	, Y ,

AUSTRALIAN STEAMERS have superior accommodation with Electric Light. throughout and Electric Faus in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING."

Baloon accommodation Amidahips; Electric Fans fitted; Extra State-rooms on Deck, aft. Baloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommoda-

leaving Hongkong for Shanghal direct every Thursday and Sanday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports. NB-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 c'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

Тилирноми 36 the transhipment at Woosnug. REDUCED FARES:—SINGLE \$45......RETURN \$75. BUTTERFIELD & SWIRE. For Freight or Passage apply'to-Hongkong, 5th April, 1912. AGENTS.

HAMBURG-AMERIKA IN CONJUNCTION WITH

DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, co MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

'MAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports. NEXT SAILINGS FROM HONGKONG:

	1	
OUTWARD.	2	HOMEWARD.
For Suanchai, Kobe & Yokohama:	FOR HAVRE	& HAMBURG:
	SSRE	LGRAVIA 11

SS. BELUKAVIA... ... 11th April. FOR MARSEILLES, HAVER & HAMBURG: S.S. SACHSEN ... 29th April. FOR ROTTEBDAM, HAMBURG & ANTWERP: 8.8. SITHONIA ... 20th April. S.S. O. J. D. AHLERS ... 5th May, FOR HAVEE, BREMEN & HAMBURG B.S. ANDALUSIA ... 30th April. S.S.-C. FERD. LAEISZ 10th May. FOR MARSEILLES, HAVRE & HAMBURG! S.S. BAYERN ... 10th May. S.S. SITHONIA ... 27th May. FOR ROTTEBDAM, HAMBURG & ANTWERP:

For Further Particulars, apply to-

HAMBURG-AMERIKA

S.S. ARCADIA ... 31st May.

Hongkong Office. Rongkone, 4th April, 1912.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government,) MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SING PORE, PRHANG, COLOMBO, ADEN, SUEZ AND PORT SAID. S.S. "KOERBER," 9,900 tons, will leave as above on 19th April, 1912, 6 P.M. B.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912, 6 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 5th May, 1912, Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, £50 lst, £36 2ad Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE,

S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for YOKOHAMA and KOBE vis SHANGHAI about 25th April

88. "CHINA." 11.000 tons, will leave for TRIESTE, FIUME and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUBZ, PORT SAID, on 1st May. These steamers are fitted with comfortable one class accommodation for salcon passengers, Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent quisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED. CARGO is taken at through rates to all ports in the Adristic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents, Hongkong, 8th April, 1912 Princes' Building.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

TIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisins.

AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING" ... | Capt. W. C. Passmore ... | TUESDAY, 9th April, at 11 A.M. "HAITAN" ... Capt. J. S. Roach FRIDAY, 12th April, at 11 A.M.

(Occupying 3 Days).

"HAIMUN" ... | Capt. A. H. Stewart ... | WED'DAY, 10th Apr., at 11 A.M. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to-

> DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 4th April, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

SHINYO MARU MARU. MARU. Speed 21 KNOTS, Displacement 21,000 TONS;

and the TWIN SCREW S.S.

INTERMEDIATE STEAMER Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and BAN FRANCISCO VIA SHANGHAL, NAGASAKI, KOBE. YOROHAMA and HONOLULU.

AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers-BUYO MARU, HONGKONG MARU AND KIYO MARU.

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA HONOLULU. MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO. PROPOSED BAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:-CAPTAIN DATE OF SAILING. STEAMER ... TUESDAY, 9rh April, Noon SHINYO MARU H. S. Smith ... TUESDAY, 7th May, at Noon, CHIYO MARU TUESDAY, 28th May, st Noon. NIPPON MARU TUESDAY, 4th June, at Noon. TENYO MARU SOUTH AMERICA LINE:-DATE OF SAILING. STRAMER WED'DAY, 10TH APRIL, NOON, BUYO MARU... HONGKONG MARU FRIDAY, 7th June, at Noon. 6th Aug., at Noon. TUESDAY, KIYO MARU

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:-To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD. For Full Particulars as to Passage and Freight, apply to

K. MATSDA, AGENT, King's Building (Opposite Blake Pier).

EST FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

53 hours.

"SI-KIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 10th April, 1912, at 9 A.M.

For Passages and Freight Japply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKON 1. i(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Takir s cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico,

FOR	STRAMERS	(Gross reg.)	Leaves.
VICTORIA, B.C. &	"TACOMA MARU"	6,178	TUESDAY, 16th
TACOMA VISNAGASAKI, KOBE, YOKKAICHI,	"SEATTLE MARU"	6,182	April, at 1 P.M. TUESDAY, 14th
AND YOKOHAMA	J"CHICAGO MARU"	6,182	May, at 1 P.M. THURSDAY, 13th June, at 1 P.M.
VICTORIA, B.C. & TACOMA vin BHANG-	"PANAMA MARU"	6,059	TUESDAY, 30th April, at 1 P.M.
HAI, MOJI, KOBE, YOKKAICHI AND YOKO		6,064	TUESDAY, 28th May, at 1 P.M.
HAMA	J"CANADA MARU"	6,064	TUESCAY 25th June, at 1. P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Scattle Vancouver, Portland, and San Francisco: From Manila

From Hongkong, Shanghai and Keelung From Nagasaki, Moji, Kobe and Yokohama 1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ...

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers cerried at Low Rates. Best adapted rooms for carrying Bilk; Peasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE **STRAMMER** LEAVES. FOOCHOW VIA SWATOW "KAIJO MARU" WED'DAY, 10th April and AMOY at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Loose Branch Office, at Second Floor, No. 1, Queen's Buildings

8. HIROL

(THE JAPAN PROJECTED SAILINGS FROM HONGRONG-

SUBJECT TO ALTERATION,

MARSEILLES, LONDON and ANTWERP, VIA SINGA-PORE, PENANG COLOMBO, SUEZ and PORT SAID

KAGA MARU WED'DAY, 10th April, at Daylight. Capt. G. Tabusa,

SAILING DATES

[12-15-41

WED'DAY, 24th ATSUTA MARU April, at Daylight. Capt. J. Nagao 9.000

VICTORIA, B.C., and (§ SANUKI MARU SEATTLE VIA SHANGHAL MOJI, KOBE, YOKKAICHI, and YOKOHAMA ...

TUESDAY, 94 April, at Noon. Capt, N. Teranaka § AWA MARU TUESDAY, 25rd April, at Noon, Capt. Irizawa, KUMANO MARU FRIDAY, Cant. M. Winckler, April, at Noon. YAWATA MARU FRIDAY,

YIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE BOMBAY VIA SINGAPORE, and COLOMBO

KOBE an YOKOHAMA ...

NAGASAKI, KOBE & YOROHAMA

SYDNEY and MELBOURNE,

Destinations

May, at Noon. Capt. T. Sekine, THURSDAY, 11th MIYAZAKI MRAU April, at 11 A.M. Capt. Murai. (WED'DAY, 10th -YAWATA MARU April, at Noon. Capt. T. Sekine, 5.000

HAKATA MARU (WED'DAY, 10th SHANGHAI, MOJI, KOBE and YOKKAICHI ... Capt. Y. Nomura, 6,000 ISUNDAY. TENSHIN MARU KOBE DIRECT Capt. T. Hoxi, 4,000 KAGESHIMA MARU SATURDAY, 15th Capt. W. Wade, 5.000

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers, I Cargo only + Calling at Rotterdam after Antwerp.

STEAMERS NEW BETWEEN CALCUTTA.

REGULAR FORTNIGHTLY SERVICE FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE. PENANG AND RANGOON. The next steamer from Hongkong :-

"MIIKE MARU," 4,000 tons, Capt. K. Kikkawa, On 12th April

PASSENGER SEASON

EUROPE. STELMER CAPTAIN Tons FROM HONGRONS MARU KAGA G. Tabusa 10th. ATSUTA J. Nagao 24th. HITACHI T. Yamawaki May. 8th. MIYAGAKI T. Murai 22md. KITANO' 9,000 F. E. Cope SEATTLE. BANUKI MARU N. Teranaka T. lrizawa 23rd. 7th. SADO K. Asskawa May YOKOHAMA N. Noda For further information, apply to-T. KUSUMOTO, MANAGER.

PENINSULAR W. STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES LONDON

Colombo, India, Australasia, Egypt, Brindisi, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & Lordon	Due Marssillus (Brindisi 2 days carlier)	London
Steamer Tons	I P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELTA 8000 ASSAYE 7500 ORIENTAL 5284 DEVANHA 8000 DELTA 8000 ARCADIA 7000	April 13 April 27 May 11 May 25 June 8 June 22	MALOJA12500 MONGOLIA10000 MALWA11000 CHINA 8000 MACEDONIA 10500 MOREA 11000	May 11 May 25 June 8 June 22 July 6 July 20	May 17 May 31 June 14 June 28 July 12 July 25

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE. £106.14 RETURN. IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CABRYING 1st AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

Steambes			Leave ongkong	Due LONDON
	T	оливва	about	about
NAMUR PATAWAN	16	5000 April 7000 May 5000 May 5000 May 7000 June 7000 June		May 31 June 14 June 29 July 13 July 27 August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLE FARES TO LONDON: 187 SALOON £55.0 SINGLE. £82.10 RETURN.

For further Particulars, apply to-

SUPERINTENDENT